

CAMPUS PARK PROJECT

APPENDIX A

NOTICE OF PREPARATION (NOP) AND COMMENTS ON THE NOP

SPA 03-008, GPA 03-004, R03-014, VTM 5338 RPL7,
S 07-030, S 07-031, LOG No. 03-02-059
State Clearinghouse No. 2005011092

for the

DRAFT FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

DECEMBER 3, 2010

CAMPUS PARK PROJECT

NOTICE OF PREPARATION (NOP) AND COMMENTS ON THE NOP

SPA 03-008, GPA 03-004, R03-014, VTM 5338 RPL6, S 07-030, S 07-031,
LOG No. 03-02-059, SCH No. 2005011092

September 2009

Prepared for:

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Prepared by:

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GARY L. PRYOR
DIRECTOR



County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

January 20, 2005 through February 21, 2005 (30 days)

NOTICE IS HEREBY GIVEN that the County of San Diego, Department of Planning and Land Use will be the Lead Agency and will prepare an Environmental Impact Report in accordance with the California Environmental Quality Act for the following projects. The Department is seeking public and agency input on the scope and content of the environmental information to be contained in the Environmental Impact Report. A Notice of Preparation document, which contains a description of the probable environmental effects of the project, can be reviewed on the World Wide Web at http://www.sdcdplu.org/dplu/ceqa_public_review.html, at the Department of Planning and Land Use (DPLU), Project Processing Counter, 5201 Ruffin Road, Suite B, San Diego, California 92123 and at the public libraries listed below. Comments on the Notice of Preparation document must be sent to the DPLU address listed above and should reference the project number and name.

GPA 03-04; SPA 03-008; R03-014; TM 5338RPL¹, LOG NO. 03-02-059. The project proposes a General Plan Amendment, Specific Plan Amendment, Rezone and Tentative Map for a 504.2-acre parcel in the community of Fallbrook. The project site is located at the intersection of the I-15 and SR 76. The entirety of the project proposes a mixed use residential, commercial, civic and park uses. The project is located along I-15, just north of the intersection of SR-76 within the Fallbrook Community Planning group of the unincorporated portion of the County of San Diego. Comments on this Notice of Preparation document must be received no later than February 28, 2005 at 4:00 p.m. (a 30 day public review period). This Notice of Preparation can also be reviewed at the Fallbrook Library, located at 124 South Mission Road, Fallbrook, CA 92028. A Public Scoping Meeting will be held to solicit comments on the EIR. This meeting will be held on Thursday, February 10, 2005 at the DPLU Hearing Room located at 5201 Ruffin Road, Suite B, San Diego, CA 92123 at 5:00 p.m. For additional information, please contact David Sibbet, Project Manager at (858) 694-3680 or by e-mail at David.Sibbet@sdcounty.ca.gov.

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NOTICE OF PREPARATION DOCUMENTATION

DATE: January 20, 2005

PROJECT NAME: Campus Park

PROJECT NUMBER(S): GPA 03-04; SPA 03-008; R03-014; TM 5338RPL¹

PROJECT APPLICANT: David Davis

ENV. REVIEW NUMBER: ER# 03-02-059

PROJECT DESCRIPTION:

The project proposes a General Plan Amendment, Specific Plan Amendment, Rezone and Tentative Map for a 504.2-acre parcel in the community of Fallbrook. The project site is located at the intersection of the I-15 and SR-76. The entirety of the project proposes a mixed use residential, commercial, civic and park uses.

Access will be taken directly from SR 76, which will be improved to four and six lanes. Campus Park Way, a Major Road will be constructed from the SR-76 in the south to Stewart Canyon Road in the northwest. The project also proposes the improvement of Pala Mesa Drive to include an extension of the bridge over the I-15. Additionally, the project will improve Stewart Canyon Road to link Campus Park Way to Highway 395. Multiple public and private roads with cul-de-sacs provide an internal circulation system.

The project proposes grading in the amounts of approximately 2,350,000 cubic yards of cut and fill. The grading plan includes approximately 336-acres including roadways, neighborhood streets, house pads and commercial pads. Currently, the project site drains to the southwest where run-off flows through existing culverts located centrally on the east side of I-15 and in the south on the north side of SR 76. The project will include a Stormwater Management Plan (SWMP) and Drainage Plan. These plans will implement Best Management Practices to protect against increased flow velocity and polluted run-off as

required under the County of San Diego Watershed Protection Stormwater Management, and Discharge Control Ordinance (WPO) and by the Regional Water Quality Control Board (RWQCB). The proposal will utilize an underground storm drain system and will include use of post-construction BMPs including detention/ filtration basins, curb inlet equipped with pollution treatment mechanisms (i.e.: CDS units), bio-filtration devices, grass-lined swales and riprap dissipaters where releases are within natural areas. Additionally, the site will be landscaped and educational material will be provided to tenants and homeowners. Monitoring and maintenance requirements are part of the SWMP.

The residential component is comprised of approximately 187.1-acres consisting of multiple communities that will total no more than 1,500 dwelling units. These communities will be comprised of both single and multi-family neighborhoods. Lower density single-family homes will be located in the north and north-central portion of the site. These densities will range from 3.8 to 11.8 dwelling units per acre, the largest lots being integrated into the northern hills. Smaller lots will be located in the central and south-central portion of the site. These densities will range from 12.0 to 24.0 dwelling units per acre. A "town center" is proposed to be located centrally to a variety of housing types.

The project will impact native vegetation, including wetlands, and may impact habitat of federally endangered and both federally and locally sensitive species. The California Department of Fish & Game and United States Department of Fish & Wildlife will be required to issue permits for any associated impacts and will be reviewing and processing the project simultaneously with the preparation of Environmental Impact Report. A number of park and open space areas are proposed. Of the approximately 216.3-acres of proposed open space, 206.0-acres will be dedicated as "natural" open space for preservation of habitat on-site including wetlands, oak woodlands, and coastal sage scrub. The open space design is also intended to preserve steep slopes as defined in the County of San Diego Resource Protection Ordinance (RPO). A trail system is proposed through the northern open space areas as well as through the eastern central open space adjacent to the town center.

The project will dedicate 11.3-acres located adjacent to SR 76 for construction of an elementary school. Additionally, approximately 80-acres along the southwestern portion of the site may be utilized for a college campus.

The commercial component of the project consists of approximately 61.0-acres located west of Campus Park Way.

As required by state law, the project will be required to prepare a water assessment study to assure that adequate water service is available to serve the project. Additionally, because only a portion of the project is within the

jurisdiction of the Rainbow Municipal Water District (RMWD), annexation to RWMD will be required. Existing water lines located in Stewart Canyon Road will be extended south along Campus Park Way. Additionally, the existing water line at the Pala Mesa Bridge will be extended east to and along Campus Park Way. Off-site improvements will be required to extend the lines through the adjacent property.

Sewer Service will be provided by RMWD. An existing sewer main is located east of the I-15. Eighteen (18) inch sewer lines will be installed parallel to existing 12 inch lines and will require off-site improvements.

A landscape plan is proposed as part of the project design intended to maintain the natural setting of the project site.

PROJECT LOCATION:

The project is located along I-15, just north of the intersection of SR-76 within the Fallbrook Community Planning Area of the unincorporated portion of the County of San Diego.

PROBABLE ENVIRONMENTAL EFFECTS:

The probable environmental effects associated with the project are detailed in the attached Environmental Initial Study. All questions answered "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" will be analyzed further in the Environmental Impact Report. All questions answered "Less than Significant Impact" or "Not Applicable" will not be analyzed further in the Environmental Impact Report.

The following is a summary of the subject areas to be analyzed in the EIR and the major issues of concern:

- Aesthetics: The project is located along the I-15, which is designated a Third Priority Scenic Highway. Additionally, the project will introduce a high-density residential community to an area that is currently undeveloped.
- Biological Resources: The project site supports native vegetation including wetlands, oak woodlands and coastal sage scrub. Additionally, preliminary biological reporting identified pairs of California Gnatcatchers and Least Bell's Vireo on-site.
- Utilities and Service Systems: The project will require new and improved water and sewer service lines. Additionally, the project must assure that the service of an adequate water supply is available.
- Agricultural Resources: The project site is designated, "Agricultural Land of Statewide and Local Significance."

- Cultural Resources: The project could impact archeological resources located on-site.
- Hydrology and Water Quality: The project must propose adequate stormwater run-off and drainage facilities.
- Noise: The project is located adjacent to the I-15, which could be a source of noise to residents and other sensitive recipients. Additionally, the project must assure that its temporary construction, as well as long-term civic, commercial and retail activities meets the requirements of all appropriate County codes.
- Air Quality: Issues to be addressed include both construction related activity as well as the introduction of new traffic to the area.
- Geology: The project site may contain areas that are prone to landslide, expansive soils and/or liquefaction hazards. Additionally, the project site may contain high quality aggregate resources.
- Population and Housing: Growth inducing impacts must be addressed.
- Transportation/ Traffic: The project proposes to generate an additional 40,000 average daily trips. Issues relating to traffic circulation, congestion, mitigation and road improvements must be addressed.
- Fire Protection: The project is adjacent to undeveloped, wildlands that may create a significant fire hazard.
- Cumulative Impacts.

PUBLIC SCOPING MEETING:

Consistent with Section 21083.9 of the Public Resources Code, a public scoping meeting will be held to solicit comments on the EIR. This meeting will be held on February 10, 2005, at the DPLU Hearing Room located at 5201 Ruffin Road, Suite B, San Diego, CA 92123 at 5:00pm.

Attachments:

- Project Regional Location Map
- Project Detailed Location Map
- Plot Plan Exhibit
- Environmental Initial Study

ND0105\0302059-NOP

GARY L. PRYOR
DIRECTOR



County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

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January 20, 2005

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G Rev. 10/98)

1. Project Numbers/Environmental Log Number/Title:

GPA 03-04; SPA 03-008; R03-014; TM 5338RPL¹/ ER# 03-02-059/ Campus Park (Passerelle) Specific Plan

2. Lead agency name and address:

County of San Diego, Department of Planning and Land Use
5201 Ruffin Road, Suite B,
San Diego, CA 92123-1666

3. a. Contact Lori Spar, Environmental Planner
b. Phone number: (858) 694-8838
c. E-mail: lori.spar@sdcounty.ca.gov.

4. Project location:

The project is located along I-15, just north of the intersection of SR 76 within the Fallbrook Community Planning group of the unincorporated portion of the County of San Diego.

Thomas Brothers Coordinates: Page 1028, Grid J/7

5. Project sponsor's name and address:

David Davis
402 West Broadway, Suite 2175
SD, CA 92101
(619) 696-7355

6. General Plan Designation
NORTHERN 179-ACRES:

Community Plan:	Fallbrook
Land Use Designation:	(17) Estate
Density:	1 du/ 2, 4 acre(s)

SOUTHERN 324-ACRES:

Land Use Designation: (21) Specific Planning Area

7. Zoning

NORTHERN 179-ACRES:

Use Regulation: A70

Density: .5 du/2 acre(s)

Special Area Regulation: B- Special designator for Scenic Review (I-15 corridor)

SOUTHERN 324-ACRES:

Use Regulation: S90

Density: .5 du/20 acre(s)

8. Description of project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

The project proposes a General Plan Amendment, Specific Plan Amendment, Rezone and Tentative Map for a 504.2-acre parcel in the community of Fallbrook. The project site is located at the intersection of the I-15 and SR 76. The entirety of the project proposes a mixed use residential, commercial, office/ professional, civil and park uses.

Access will be taken directly from SR 76, which will be improved to four and six lanes. Campus Park Way, a Major Road will be constructed from the SR 76 in south to Stewart Canyon Road in the northwest. The project also proposes the improvement of Pala Mesa Drive to include an extension of the bridge over the I-15. Additionally, the project will improve Stewart Canyon Road to link Campus Park Way to Highway 395. Multiple public and private roads with cul-de-sacs provide an internal circulation system.

The project proposes grading in the amounts of approximately 2,350,000 cubic yards of cut and fill. The grading plan includes approximately 336-acres including roadways, neighborhood streets, house pads and commercial pads. Currently, the project site drains to the southwest where run-off flows through existing culverts located centrally on the east side of I-15 and in the south on the north side of SR 76. The project will include a Stormwater Management Plan (SWMP) and Drainage Plan. These plans will implement BMPs to protect against increased flow velocity and polluted run-off as required under the County of San Diego Watershed Protection Ordinance (WPO) and Regional Water Quality Control Board (RWQCB). The proposal will utilize an underground storm drain system and will include use of post-construction BMPs including detention/ filtration basins, CDS units equipped curb inlet, bio-filtration devices, grass-lined swales and riprap dissipaters where releases are within natural areas. Additionally, the site will be landscaped and education material will be provided

to tenants and homeowners. Monitoring and maintenance requirements are part of the SWMP.

The residential component is comprised of approximately 186.3-acres of consisting of multiple communities that will total approximately 1,366 dwelling units. These communities will be comprised of both single and multi-family neighborhoods. Lower density single-family homes will be located in the north and north-central portion of the site. These densities will range from 3.8 to 5.7 dwelling units per acre, the largest lots being integrated into the northern most location along Campus Park Drive in the central and south-central portion of the site. The higher density single-family dwellings are located to the east of Campus Park Way, in the middle of the property. These homes are located on 3,000 square foot lots and the density equals 5.9 to 6.1 dwelling units per acre. The highest densities will be located near Campus Park Way in 7 different neighborhoods. The multi-family neighborhoods range in density from 18 to 24 dwelling units per acre. A "town center" is proposed to be located centrally to a variety of housing types.

A park and several open space areas are proposed. Two hundred and ten (210.0) acres proposed for open space will be dedicated as "natural" open space for preservation of habitat on-site including wetlands, oak woodlands, and coastal sage scrub. The open space design is also intended to preserve steep slopes as defined in the County of San Diego Resource Protection Ordinance (RPO). A trail system is proposed through the northern open space areas as well as through the eastern central open space adjacent to the town center. A 10.3-acre park is also proposed near the center of the development.

The project dedicated 11.3-acres located adjacent to SR 76 for construction of an elementary school. Additionally, approximately 80-acres along the southwestern portion of the site may be utilized for a college campus, but is currently proposed for office/professional buildings. This commercial component of the project consists of approximately 61.0-acres located west of Campus Park Way.

Water service will be provided by Rainbow Municipal Water District (RMWD) subject to a Water Assessment and Availability Study. Existing water lines located in Stewart Canyon Road will be extended south along Campus Park Way. Additionally, the existing water line at the Pala Mesa Bridge will be extended east to and along Campus Park Way. Off-site improvements will be required to extend the lines through the adjacent property (Pappas).

Sewer Service will be provided by RMWD. An existing sewer main is located east of the I-15. Eighteen (18) inch sewer lines will be installed parallel to existing 12 inch lines and will require off-site improvements.

A landscape plan is proposed as part of the project design intended to maintain the natural setting of the project site.

9. Surrounding land uses and setting (Briefly describe the project's surroundings);

The project is located adjacent to the east side of the I-15. The southern half of the project site is dominated by riparian forest; the center is flat, identified by mule fat scrub, and the north half supports non-native grassland and coastal sage scrub on steeper slopes.

Surrounding lands to the north and east are currently undeveloped.

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

<u>Permit Type/Action</u>	<u>Agency</u>
General Plan Amendment	County of San Diego
Habitat Loss Permit	County of San Diego
Rezone	County of San Diego
Specific Plan Amendment	County of San Diego
Tentative Map	County of San Diego
County Right-of-Way Permits	County of San Diego
Construction Permit	County of San Diego
Grading Permit	County of San Diego
Improvement Plans	County of San Diego
Annexation to a City or Special District	Local Agency Formation Commission (LAFCO)
State Highway Encroachment Permit	CalTrans
401 Permit - Water Quality Certification	Regional Water Quality Control Board (RWQCB)
404 Permit – Dredge and Fill	US Army Corps of Engineers (ACOE)
1603 – Streambed Alteration Agreement	CA Department of Fish and Game (CDFG)
Section 7 - Consultation or	US Fish and Wildlife
Section 10a Permit – Incidental Take	Services (USFWS)
Air Quality Permit to Construct	Air Pollution Control District (APCD)
National Pollutant Discharge Elimination System (NPDES) Permit	RWQCB
General Construction Stormwater Permit	RWQCB
Waste Discharge Requirements Permit	RWQCB
Well Destruction Permit	County of San Diego
Water District Approval	Rainbow Municipal Water District
Sewer District Approval	Rainbow Municipal Sewer District
School District Approval	Fallbrook Elementary / Bonsall Unified School Districts

January 20, 2005

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> <u>Aesthetics</u> | <input checked="" type="checkbox"/> <u>Agriculture Resources</u> | <input checked="" type="checkbox"/> <u>Air Quality</u> |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input checked="" type="checkbox"/> <u>Cultural Resources</u> | <input checked="" type="checkbox"/> <u>Geology & Soils</u> |
| <input checked="" type="checkbox"/> <u>Hazards & Haz. Materials</u> | <input checked="" type="checkbox"/> <u>Hydrology & Water Quality</u> | <input checked="" type="checkbox"/> <u>Land Use & Planning</u> |
| <input checked="" type="checkbox"/> <u>Mineral Resources</u> | <input checked="" type="checkbox"/> <u>Noise</u> | <input checked="" type="checkbox"/> <u>Population & Housing</u> |
| <input checked="" type="checkbox"/> <u>Public Services</u> | <input checked="" type="checkbox"/> <u>Recreation</u> | <input checked="" type="checkbox"/> <u>Transportation/Traffic</u> |
| <input checked="" type="checkbox"/> <u>Utilities & Service Systems</u> | <input checked="" type="checkbox"/> <u>Mandatory Findings of Significance</u> | |

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

- ☐ On the basis of this Initial Study, the Department of Planning and Land Use finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ On the basis of this Initial Study, the Department of Planning and Land Use finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ On the basis of this Initial Study, the Department of Planning and Land Use finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature

Lori Spar
Printed Name

Date

1/18/05
Land Use/Environmental Planner II
Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

January 20, 2005

I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Scenic vistas are singular vantage points that offer unobstructed views of valued viewsheds, including areas designated as official scenic vistas along major highways or County designated visual resources. The proposed project is visible from Interstate 15, which is designated as a Third Priority Scenic Route according to the Scenic Highway Element of the General Plan. The site is subject to the 'B' Special Area Regulation Designator and is within the I-15 Corridor Plan area. The 'B' Designator calls for review under the Scenic Corridor Guidelines.

The proposed project could have substantial adverse effect on this portion of the I-15 corridor. Therefore, a visual analysis will be conducted to identify and describe potential impacts to the adjacent scenic highway and adjacent properties from which the project can be viewed. The results of the visual analysis will be included in the context of the EIR. Additionally, the EIR will address potential cumulative impacts on the scenic vista based on a review of all past, present and future projects within that viewshed.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

See I. a)

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

January 20, 2005

The area of the project site, east of the I-15 is undeveloped. The proposed project will change the visual character of the area because it proposes urban densities and intensities of use in an area where none currently exist. As discussed in (a) above, a visual analysis will be conducted to identify and describe potential impacts to the adjacent scenic highway and adjacent properties from which the project can be viewed.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project will use outdoor lighting and is located partially within Zone A as identified by the San Diego County Light Pollution Code, approximately 15 miles from the Palomar Observatory. However, it will not adversely affect nighttime views or astronomical observations, because the project will conform to the Light Pollution Code (Section 59.101-59.115), including the Zone "A" lamp type and shielding requirements per fixture and hours of operation limitations for outdoor lighting and searchlights.

In addition, the proposed project will control outdoor lighting and sources of glare in the following ways:

1. The project will not install outdoor lighting that directly illuminates neighboring properties.
2. The project will not install outdoor lighting that would cast a direct beam angle towards a potential observer, such as a motorists, cyclist or pedestrian.
3. The project will not install outdoor lighting for vertical surfaces such as buildings, landscaping, or signs in a manner that would result in useful light or spill light being cast beyond the boundaries of intended area to be lit.
4. The project will not install any highly reflective surfaces such as glare-producing glass or high-gloss surface color that will be visible along roadways, pedestrian walkways, or in the line of sight of adjacent properties.

The project will not contribute to significant cumulative impacts on day or nighttime views because the project conforms to the Light Pollution Code. The Code was developed by the San Diego County Department of Planning and Land Use and Department of Public Works in cooperation with lighting engineers, astronomers, land use planners from San Diego Gas and Electric, Palomar and Mount Laguna observatories, and local community planning and sponsor groups to effectively address and minimize the impact of new sources light pollution on nighttime views. The standards in the Code are the result of this collaborative effort and establish an acceptable level for new lighting. Compliance with the Code is required prior to issuance of any building permit for any project. Mandatory compliance for all new building permits ensures that this project in combination with all past, present and future

January 20, 2005

projects will not contribute to a cumulatively considerable impact. Moreover, the project's additional outdoor lighting and glare is controlled and limits light pollution to the project site or directly around the light source and will not contribute to a cumulative impact. Therefore, compliance with the Code, in combination with the outdoor lighting and glare controls listed above ensure that the project will not create a significant new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area, on a project or cumulative level.

II. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☒ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

The northern portion of the project site (approximately 176-acres) is zoned A-70 and is designated as Grazing Land, while the remainder of the site is designated as either Farmland of Statewide or Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Also, Prime Agricultural Soils are located onsite. The project proposes the development of approximately 1500 residential units, both single and multi-family, in addition to professional offices, retail and a proposal for an elementary school. The conversion of agricultural lands to non-agricultural uses may result in a potentially significant impact to this resource. Therefore, an agricultural analysis will be required in the EIR.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ Potentially Significant Impact

☒ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

Approximately 176- acres of the project site is zoned A70, which is considered to be an agricultural zone. The proposed project will not to result in a conflict in zoning for agricultural use, because single- family residents are proposed in the northern portion of

January 20, 2005

the site with this zoning designation and will not create a conflict with existing zoning for agricultural use. The remaining 324-acres are currently within a Specific Plan. The project is proposing a rezone and specific plan amendment to change the zoning of the entire site to S88, subject to the new Specific Plan that will allow residential, commercial, retail and civic uses. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, there will be no conflict with existing zoning for agricultural use, or a Williamson Act contract.

- c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Property within one mile of the project site is designated A-70 and is presently involved in the active production of agriculture, primarily citrus and avocado. The project could have a significant effect on neighboring and surrounding property. Additionally, agricultural activities of neighboring and surrounding properties could significantly impact the project due to the project's proposed location of residential units at close proximities to on-going agricultural activities. An agricultural analysis will be required in the EIR to address impacts to agriculture including whether the project will result in a cumulatively considerable impact on this resource.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project proposes an amendment to an existing Specific Plan and Rezone in order to increase allowable density within the project site. This development was not anticipated in SANDAG growth projections that were used in development of the RAQS and SIP. Operation of the project may result in emissions of significant quantities of criteria pollutants listed in the California Ambient Air Quality Standards or toxic air contaminants as identified by the California Air Resources Board. Therefore, because the proposed project may conflict with either the RAQS or the SIP, an air quality

January 20, 2005

analysis must be prepared and included in the EIR in order to identify potentially significant impacts to air quality. Likewise, the analysis shall address the project's contribution to a cumulatively impact.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless
Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Air Pollution Control District (SDAPCD) has established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. For CEQA purposes, these screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the CEQA Air Quality Handbook for the South Coast Air Basin (SCAB), which has stricter standards for emissions of ROCs/VOCs than San Diego's, is appropriate. However, the eastern portions of the county have atmospheric conditions that are characteristic of the Southeast Desert Air Basin (SEDAB). SEDAB is not classified as an extreme non-attainment area for ozone and therefore has a less restrictive screening-level. Projects located in the eastern portions of the County can use the SEDAB screening-level threshold for VOCs.

The project has the potential to significantly contribute to the violation of air quality standards or significantly contribute to an existing or projected air quality violation, primarily related to construction operations, and operational emissions. Therefore, the project is required to provide an air quality analysis and discuss the project's potential impacts in the EIR and supporting air quality analysis.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

☒ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless
Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O₃). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM₁₀) under the CAAQS. O₃ is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM₁₀ in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

The EIR will address whether the project will result in a cumulatively considerable net increase of any criteria pollutant.

d) Expose sensitive receptors to substantial pollutant concentrations?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

Based on a site visit conducted by Lori Spar, no sensitive receptors have been identified within a quarter-mile (the radius determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project; however, the proposed project is proposing the construction of an elementary school and may generate significant levels of air pollutants due to increased operational activities. The school is proposed to be located at the intersection of Pala Road and Pala Mesa Drive. The project could expose sensitive populations to excessive levels of air pollutants. Therefore, the air quality analysis shall address carbon monoxide hot spots and other potentially significant impacts to sensitive receptors as a result of any increased pollutant concentrations.

e) Create objectionable odors affecting a substantial number of people?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No potential sources of objectionable odors have been identified in association with the proposed project. As such, no impact from odors is anticipated.

IV. BIOLOGICAL RESOURCES -- Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☒ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

The site is known to support several sensitive habitats, including southern riparian forest, southern willow scrub, freshwater marsh, oak woodland, coyote brush scrub, Diegan coastal sage scrub, and non-native grassland, which have the potential to support endangered, threatened and sensitive animal species. Additionally, the project site contains sensitive soils, which have the potential to support endangered, threatened, or rare plant species.

In order to evaluate these impacts, biological surveys must be completed during the appropriate time period for the plant and wildlife species listed below by biologist(s) with demonstrable knowledge in field detection of the subject species (focused surveys for Federally listed species shall be in compliance with USFWS protocol, when such protocol exists, and must be done by a USFWS permitted biologist).

Spring plant surveys and biological surveys must be completed for the following:

Plant	Animal	Latin	Common
X		<i>Calandrinia breweri</i>	Brewer's calandrinia
X		<i>Piperia cooperi</i>	Cooper's rein orchid
X		<i>Camissonia lewisii</i>	Lewis sun cup
X		<i>Selaginella cinerascens</i>	Mesa club moss
X		<i>Chorizanthe procumbens</i>	Prostrate spineflower
X		<i>Adolphia californica</i>	San Diego adolphia
X		<i>Ambrosia pumila</i>	San Diego Ambrosia
X		<i>Acanthomintha ilicifolia</i>	San Diego Thornmint
X		<i>Convolvulus simulans</i>	Small flowered morning glory
X		<i>Juncus acutus leopoldii</i>	Southwestern spiny rush
X		<i>Navarretia fossalis</i>	Spreading navarretia

X		<i>Dudleya viscida</i>	Sticky dudleya
X		<i>Dichondra occidentalis</i>	Western dichondra
X		<i>Asplenium vespertinum</i>	Western spleenwort
	X	<i>Taxidea taxus</i>	American badger
	X	<i>Bufo microscaphus californicus</i>	Arroyo toad
	X	<i>Amphispiza belli belli</i>	Bell's sage sparrow
	X	<i>Nyctinomops macrotis</i>	Big free-tailed bat
	X	<i>Athene cunicularia hypugea</i>	Burrowing owl
	X	<i>Poliophtila californica californica</i>	California gnatcatcher
	X	<i>Rana aurora draytoni</i>	California red -legged frog
	X	<i>Salvadora hexalepis virgultea</i>	Coast patch-nosed snake
	X	<i>Charina trivirgata roseofusca</i>	Coastal rosy boa
	X	<i>Eumeces skiltonianus interparietalis</i>	Coronado skink
	X	<i>Aquila chrysaetos</i>	Golden eagle
	X	<i>Ardea herodias</i>	Great blue heron
	X	<i>Eumops perotis californicus</i>	Greater western mastiff bat
	X	<i>Butorides striatus</i>	Green heron
	X	<i>Lycaena hermes</i>	Hermes copper
	X	<i>Lanius ludovicianus</i>	Loggerhead shrike
	X	<i>Perognathus longimembris brevinasus</i>	Los Angeles little pocket mouse
	X	<i>Choeronycteris mexicana</i>	Mexican long-tongued bat
	X	<i>Danaus plexippus</i>	Monarch butterfly
	X	<i>Felis concolor</i>	Mountain lion
	X	<i>Circus cyaneus hudsonius</i>	Northern harrier
	X	<i>Crotalus ruber ruber</i>	Northern red diamond rattlesnake
	X	<i>Chaetodipus fallax fallax</i>	Northwestern San Diego pocket mouse
	X	<i>Cnemidophorus hyperythrus</i>	Orange-throated whiptail
	X	<i>Antrozous pallidus</i>	Pallid bat
	X	<i>Antrozous pallidus</i>	Pallid bat
	X	<i>Nyctinomops femorosaccus</i>	Pocketed free-tailed bat
	X	<i>Nyctinomops femorosaccus</i>	Pocketed free-tailed bat
	X	<i>Aimophila ruficeps canescens</i>	Rufous-crowned sparrow
	X	<i>Coleonyx variegatus abbottii</i>	San Diego banded gecko
	X	<i>Lepus californicus bennettii</i>	San Diego black-tailed jackrabbit
	X	<i>Campylorhynchus brunnicapillus couesi</i>	San Diego cactus wren
	X	<i>Neotoma lepida intermedia</i>	San Diego desert woodrat
	X	<i>Phrynosoma coronatum blainvillei</i>	San Diego horned lizard
	X	<i>Diadophis punctatus similis</i>	San Diego ringneck snake
	X	<i>Accipiter striatus</i>	Sharp-shinned hawk
	X	<i>Anniella pulchra pulchra</i>	Silvery legless lizard
	X	<i>Myotis ciliolabrum</i>	Small-footed myotis
	X	<i>Thamnophis sirtalis ssp. Novum</i>	South Coast garter snake
	X	<i>Onychomys torridus ramona</i>	Southern grasshopper mouse
	X	<i>Odocoileus hemionus</i>	Southern mule deer
	X	<i>Dipodomys stephensi</i>	Stephen's kangaroo rat
	X	<i>Corynorhinus townsendii</i>	Townsend's big-eared bat
	X	<i>Agelaius tricolor</i>	Tricolored blackbird
	X	<i>Cathartes aura</i>	Turkey vulture

	X	<i>Thamnophis hammondi</i>	Two stripe garter snake
	X	<i>Myotis yumanensis</i>	Yuma myotis

Based on the fact that the site supports and/or has the potential to support endangered, threatened, or rare plant or animal species or their habitats the project may have a potentially significant impact on biological resources. As such any potentially significant adverse effects, including noise from construction or the project, to endangered, threatened, or rare plant or animal species or their habitats must be addressed in the EIR and the biological technical study and surveys.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project site supports riparian habitats and other sensitive natural communities as defined by Federal, State and County regulations. In addition, riparian or otherwise sensitive habitats are located adjacent to the project site and to areas proposed for off-site impacts resulting from road improvements, utility extensions, etc. Therefore, the EIR and associated biological technical studies, including wetland delineation, shall identify potentially significant impacts to these resources and discuss conformance with all relevant regulations.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project site may support drainages that meet the federal definition of wetlands as found in Section 404 of the Clean Water Act. These wetlands could potentially be impacted through direct removal, filling, hydrological interruption, diversion or obstruction by the proposed development. Therefore, all significant drainages and wetland areas must be defined and addressed in the EIR and the biological technical study and surveys.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potential wildlife corridors may exist on the project site. Specifically, the project site supports open expanses of Diegan coastal sage scrub in the north that connects to undeveloped neighboring sites and the riparian area throughout the southern portion may connect to the San Luis Rey River. These areas could support wildlife linkages and/or corridors. The current project design may potentially impact these areas and may create additional indirect impacts through increased noise, lighting and activity. The wildlife corridors may be vital in linking off-site open space preserves. Therefore, any potentially significant impacts to wildlife dispersal corridors must be discussed in the EIR and the biological technical study and surveys.

- e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The EIR will address the project's consistency with any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan, including, Habitat Management Plans (HMP) Special Area Management Plans (SAMP) or any other local policies or ordinances that protect biological resources. Additionally, the EIR will provide analysis to assure that all impacts to sensitive habitat and biological resources will comply with County ordinance.

V. CULTURAL RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of an archeological/historical resource as defined in 15064.5?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Archaeological/ historical resources have been identified within a mile radius of the site and the site has the potential to support significant archaeological/ historical resources. Additionally, there may be a number of archeological sites on the property of which the historical significance is unknown. Although a Cultural Resources Letter report prepared by Heritage Resources, dated September 11, 2003 states that no significant resources were located on site, potentially due to dense habitat and steep topography, the EIR shall analyze and discuss whether the proposal will grade, disturb, or threaten a potentially significant archaeological, historical, or cultural artifact, object, structure, or site. Additionally, the EIR will address archeological monitoring during initial grading and clearing of the project to ensure that no significant cultural resources are uncovered.

- b) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

A review of the paleontological maps provided by the San Diego Museum of Natural History, combined with available data on San Diego County's geologic formations indicates that the project is located on geological formations of cretaceous plutonic, and quarternary alluvium. The EIR shall address the project site's potential to support unique paleontological resources or unique geological features.

- c) Disturb any human remains, including those interred outside of formal cemeteries?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

It is unknown at this time whether archaeological resources are present that could contain interred human remains. Therefore, the archaeological/historical survey and EIR must include a section that discusses the potential for interred human remains and analyze whether the proposal will impact this resource.

January 20, 2005

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
Refer to Division of Mines and Geology Special Publication 42.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project site is not located within hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California. County records show that the project site may contain several areas prone to landsliding (slumping, rockfall and/or boulder roll), expansive soils, and liquefaction hazards. A Geotechnical Due Diligence Study prepared by Pacific Soils Engineering, Inc, dated August 15, 2004, was submitted finding that future studies are needed to evaluate liquefaction and rock fall potential. Therefore, a Geologic Site Investigation will be required to further evaluate the liquefaction, expansive soils, and rock fall hazards. The results of the investigation shall be included in the EIR.

- ii. Strong seismic ground shaking?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

See VI a) i., above.

- iii. Seismic-related ground failure, including liquefaction?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

See VI a) i., above.

iv. Landslides?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

See VI a) i., above.

b) Result in substantial soil erosion or the loss of topsoil?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

According to the Soil Survey of San Diego County, the soils on-site are identified as follows:

Soil Type	Abbr	Erosion Index
Wyman loam, 9–15% slopes	WmD	Moderate 2
Wyman loam, 5–9% slopes	WmC	Moderate 2
Wyman loam, 2–5% slopes	WmB	Moderate 2
Grangeville fine sandy loam, 0-2% slopes	GoA	SEVERE 16
Las Posas stony fine sandy loam, 2 – 9% slopes	LrG	SEVERE 1
Las Posas fine sandy loam, 9 – 15 % slopes, eroded	LpD2	Moderate 2
Las Posas fine sandy loam, 15 – 30% slopes, erodes	LpE2	Moderate 1
Ramona sandy loam, 5 – 9% slopes	RaC	SEVERE 16
Ramona sandy loam, 9-15% slopes	RaD2	SEVERE 16
Steep gullied land	StG	SEVERE 1
Visalia sandy loam, 0-2% slopes	VaA	SEVERE 16

Many of these soils have SEVERE erodibility. As proposed the project may result in unprotected erodible soils, may alter existing drainage patterns, may be located in a wetland or significant drainage feature, and may develop steep slopes. Even though the project is required to comply with the Sections 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING) of Division 7, EXCAVATION AND GRADING, of the San Diego County Zoning and Land Use Regulations, the project may result in significant erosion. Therefore, erosion potential must be discussed in the context of the EIR.

January 20, 2005

- c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

- ☒ Potentially Significant Impact ☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated ☐ No Impact

Discussion/Explanation:

As discussed above in Section VI, a) i-iv, the project may result in significant adverse effects to people or structures from landslides, lateral spreading, subsidence, or liquefaction. A Geologic Site Investigation must be completed in order to determine the potential impacts. The results of the Investigation must be discussed in the context of the EIR.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

- ☒ Potentially Significant Impact ☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated ☐ No Impact

Discussion/Explanation:

Soil Type	Abbr	Shrink/ Swell
Wyman loam, 9-15% slopes	WmD	Moderate
Wyman loam, 5-9% slopes	WmC	Moderate
Wyman loam, 2-5% slopes	WmB	Moderate
Grangeville fine sandy loam, 0-2% slopes	GoA	Low
Las Posas stony fine sandy loam, 2 - 9% slopes	LrG	HIGH
Las Posas fine sandy loam, 9 - 15 % slopes, eroded	LpD2	HIGH
Las Posas fine sandy loam, 15 - 30% slopes, erodes	LpE2	HIGH
Ramona sandy loam, 5 - 9% slopes	RaC	Moderate
Ramona sandy loam, 9-15% slopes	RaD2	Moderate
Steep gullied land	StG	Variable
Visalia sandy loam, 0-2% slopes	VaA	Low

The project is located on expansive soils as defined within Table 18-I-B of the Uniform Building Code (1994). This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. Although, the project will required to comply the improvement requirements identified in the 1997 Uniform Building Code, Division III - Design Standard for Design of Slab-On-Ground Foundations to Resist the Effects of

Expansive Soils and Compressible Soils, which ensure suitable structure safety in areas with expansive soils, the project could result in significant risks due to the proposed grading of approximately 2.3 million cubic yards. Therefore, risk potential must be discussed in the context of the EIR.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The project is for the development of approximately 1500 dwelling units comprised of both single and multi-family residences, in addition to office and retail space and a proposed elementary school. The project is proposing annexation to the Rainbow Municipal Water District for sewer service. The project does not propose any septic tanks or alternative wastewater disposal systems since no wastewater will be generated.

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes?

- | | |
|--|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporation | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project could involve temporary use, storage or discharge of hazardous and/or toxic materials related to construction material storage. The EIR shall provide a detailed discussion regarding use of any such materials.

Additionally, the parcel has been historically been used for agricultural production. The conversion of agricultural land to residential use can result in human health hazards due to potential exposure and ingestion of contaminated soils. Children are particularly susceptible to these risks. The EIR shall address provide additional information including the types of crops grown, years grown, and likely chemicals used

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

January 20, 2005

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

See VII, a).

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

See VII, a).

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The project is not located on a site listed in the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project is not located within a Comprehensive Land Use Plan (CLUP) for airports; or within two miles of a public airport. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a

January 20, 2005

safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN:

The Operational Area Emergency Plan is a framework document that provides direction to local jurisdictions to develop specific operational area of San Diego County. It provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The project will not interfere with this plan because it will not prohibit subsequent plans from being established.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a

project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

The Dam Evacuation Plan will not be interfered with because the project is located outside a dam inundation zone.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

☒ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

The project is located within the North County Fire Protection District and shall comply with all regulations relating to emergency access, water supply, and defensible space specified in the Consolidated Fire Code for the 17 Fire Protection Districts in San Diego County and Appendix II-A, as adopted and amended by the local fire protection district; however, the project is located in a hazardous wildland fire area and therefore has the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires. The EIR shall address the availability of fire protection services and discuss conformance with all conditions of the fire district and what protections will be used to serve the proposed development.

Additionally, the EIR must address whether the project will contribute to a cumulatively considerable impact, because all past, present and future projects in the surrounding area.

- i) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's

January 20, 2005

exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The project does not involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g. artificial lakes, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses. Moreover, based on a site visit conducted by Lori Spar there are none of these uses on adjacent properties. Therefore, the project will not substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any waste discharge requirements?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project is a single-family and multi-family home residential development and not anticipated to violate waste discharge requirements; however, this cannot be determined with the current information available for the proposed project. Therefore, compliance with waste discharge requirements must be discussed as part of the EIR and Stormwater Management and Maintenance Plan.

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project lies in the Bonsall hydrologic sub-area (903.12) and the Pala hydrologic sub-area (903.21), of Lower San Luis hydrologic area, within the San Luis Rey hydrologic unit. According to the 2002 CWA Section 303(d) list there are no impaired

water bodies within the project hydrologic sub-area; however, in general, the San Luis Rey watershed is impaired for coliform bacteria as a result of urban runoff, agricultural runoff, and domestic animals wastes. As proposed, the project could contribute additional pollutants to the hydrologic unit.

The project proposes development of approximately 1500 single and multi-family residential units, a commercial/ retail center and proposed elementary school. Additionally, the project includes construction of a 4-lane Major Road crossing the project site, as well as local residential streets. A Stormwater Management Plan (SWMP) must be prepared to identify and discuss site design measures, source control BMPs, and treatment BMPs that will be employed as required by the County of San Diego Watershed Protection, Stormwater Management and Discharge Control Ordinance (WPO) to reduced runoff to the maximum extent practicable so as not to increase the level of these pollutants in receiving waters. The analysis shall be summarized and included in the context of the EIR.

- c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

☒ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless
Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

The Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region as outlined in Chapter 3 of the Water Quality Control Plan (Plan). The water quality objectives are necessary to protect the existing and potential beneficial uses of each hydrologic unit as described in Chapter 2 of the Plan.

The project lies in the Bonsall hydrologic sub-area (903.12) and the Pala hydrologic sub-area (903.21), within the San Luis Rey hydrologic unit that has the following existing and potential beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground water: municipal and domestic supply; agricultural supply; industrial process supply; industrial service supply; freshwater replenishment; hydropower generation; contact water recreation; non-contact water recreation; warm freshwater habitat; cold freshwater habitat; wildlife habitat; marine habitat; migration of aquatic organisms; and, rare, threatened, or endangered species habitat.

As proposed, the project could cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.

January 20, 2005

The EIR and SWMP must discuss appropriate site design measures, source control BMP's, and treatment control BMPs that will be employed as required by the WPO. Also, the EIR and SMWP must discuss how potential pollutants will be reduced in any runoff to the maximum extent practicable such that the proposed project will not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.

- d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The project will obtain its water supply from the Rainbow Municipal Water District that obtains water from surface reservoirs or other imported water source. The project will not use any groundwater for any purpose, including irrigation, domestic or commercial demands. In addition, the project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g. ¼ mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

- e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Although the project must include measures that will control erosion and sedimentation and satisfy waste discharge requirements as required by the Land-Use Planning for New Development and Redevelopment Component of the San Diego Municipal Permit (SDRWQCB Order No. 2001-01), as implemented by the San Diego County Jurisdictional Urban Runoff Management Program (JURMP) and Standard Urban Storm Water Mitigation Plan (SUSMP), The proposed project could substantially alter the

January 20, 2005

existing drainage, in a manner that would result in substantial erosion or siltation on- or off-site. The project could have an adverse effect on drainage patterns or the velocity or amount of runoff because it could propose to change or accelerate flow in on-site drainages. Therefore, a hydrology analysis must be prepared addressing any substantial drainage impacts that may occur as a result of the project including but not limited to erosion, siltation, and runoff, both on-site and off-site. A discussion of the analysis shall be included in the context of the EIR.

- f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project could substantially alter the existing drainage pattern of the site or area, through the alteration of the course of a drainage, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project could have an adverse effect on drainage patterns or the rate or amount of runoff because it could propose to change or accelerate flow in the drainage. Therefore, the EIR and supporting hydrology analysis must address any substantial drainage impacts that may occur as a result of the project including but not limited to hydraulics/hydrology, flooding, and runoff, both on-site and off-site.

- g) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project proposes development of approximately 1500 single and multi-family residential units, a commercial/ retail center and proposed elementary school. Additionally, the project includes construction of a 4-lane Major Road crossing the project site, as well as local residential streets. Runoff water, as a result of the development could exceed the capacity of existing or planned storm water drainage systems. As a result, existing or planned storm water drainage systems must be discussed as a part of the EIR, SWMP and supporting hydrology analysis.

h) Provide substantial additional sources of polluted runoff?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project proposes known potential sources of polluted runoff as a result of construction activities, as well as increased impervious surface from driveways and roads that will be discussed in the SWMP and included in the context of the EIR. Any additional sources of polluted run-off will be identified and addressed as well.

i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

No FEMA mapped floodplains, County-mapped floodplains or drainages with a watershed greater than 25 acres were identified on the project site; however, SR-76 (Pala Rd.) is located within the mapped FEMA floodplain. The project proposes the realignment and improvement of SR-76. Therefore, the EIR shall address whether potentially significant impacts may occur as a result of the proposed off-site improvements.

j) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

See, VIII i), above.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

- ☒ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

- ☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Proposed off-site improvements associated with the project lies within a FEMA floodplain as identified on the County Flood Plain Map. Erosion and sedimentation hazards could result in a potential flooding hazard. The EIR shall address flood prevention measures to reduce the potential for people or property to be exposed to flooding.

I) Inundation by seiche, tsunami?

- ☐ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

- ☒ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

i. SEICHE

The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

J) Inundation by mudflow?

- ☐ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

- ☐ Less than Significant Impact
☐ No Impact

Mudflow is type of landslide. See, VI. a) and b), above.

IX. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- ☐ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

- ☒ Less than Significant Impact
☐ No Impact

January 20, 2005

Discussion/Explanation:

The proposed project is a General Plan Amendment, Specific Plan Amendment, Rezone and Tentative Map that will result in residential, commercial and industrial development on currently vacant land. Therefore, it would not have the potential to significantly disrupt or divide an established community.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

The applicant has prepared a discussion of the project's consistency with the General Plan and Fallbrook Community Plan as part of the Campus Park Specific Plan Amendment and General Plan Amendment Report. There may be potential conflicts with environmental plans and/or policies adopted by the County of San Diego. The EIR will address all applicable environmental plans and policies adopted by agencies with jurisdiction over the project and discuss all potentially significant conflicts.

X. MINERAL RESOURCES -- Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The site adjacent to the project has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of undetermined mineral resources MRZ-3. The area could be comprised of high quality aggregate resources. A Geologic Report is required to identify the site's geologic environment, including whether it is located within an alluvial valley, and determine whether the project could result in a potentially significant loss of availability of a known mineral resource of value to the region. The results of the Geologic Report shall be included in the context of the EIR.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project site is adjacent to a site that has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of "Identified Mineral Resource Significance" MRZ-2. The classification report concluded that the area is comprised of high quality aggregate resources. Additionally, as stated with the report, the primary objective of mineral land classification is to assure that the significance of the mineral resources is recognized and considered before land-use decisions that could preclude mining are made. The site is also located within an alluvial river valley that has a significant source of replenishment.

A Geologic Report will be required to evaluate whether the project site contains mineral resources of significance and assess whether the loss of such resources would be a significant impact due to loss of future access to regionally significant aggregate deposits. The results of the geologic report must be discussed in the context of the EIR.

XI. NOISE -- Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/ Explanation:

The project is the development of a residential community of approximately 1500 new single and multi- family dwelling units in addition to a commercial/ retail area and proposed elementary school, as well as a 4-lane major road bisecting the length of the project site. The project site is mapped within a 60db CNEL noise contour covering a majority of the western and a portion of the southern portion of the project site. Additionally, the project site is approximately ¼ mile from an extractive operation.

The project could expose people to potentially significant noise levels that exceed the allowable limits of the County of San Diego General Plan, County of San Diego Noise Ordinance, and other applicable standards. A noise analysis must be completed and included in the EIR to address potential impacts. Additionally, the noise analysis and EIR shall include a discussion of both temporary (ie: construction related) and

January 20, 2005

permanent noise impacts on surrounding sensitive receptors, including sensitive species.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- | | |
|--|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less than Significant Impact with Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project proposes development of a residential community comprised of both single and multi-family homes, as well as retail/ commercial center and an elementary school. The project proposes the construction of a four lane major road that will traverse the length of the project site, running adjacent to the elementary school. The result of the project design could be excessive groundborne vibration and/ or noise levels to sensitive receptors, including the elementary school students. This issue shall be addressed in the Noise Analysis and in the context of the EIR.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project involves the following noise sources that may increase the ambient noise level: a four lane major road bisecting the length of the property site. As indicated in the response listed under XI a), the project could expose existing or planned noise sensitive areas in the vicinity to a substantial permanent increase in noise levels that exceed the allowable limits of the County of San Diego General Plan, County of San Diego Noise Ordinance, and other applicable local, State, and Federal noise control. A Noise Analysis must be completed and included in the EIR to address potential impacts.

The project could also result in cumulative noise impacts as a result of increased ambient noise levels. A list of past, present and future projects within in the vicinity will be evaluated in the noise analysis and EIR.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project may create substantial temporary or periodic increases in ambient noise levels in the project vicinity including but not limited to construction related activities including blasting, crushing, cutting, drilling, grinding, and grading.

General construction noise may exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36-410), which are derived from State regulations to address human health and quality of life concerns. The noise analysis and EIR will address construction operation impacts including permitted hours of operation.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project is not located within a Comprehensive Land Use Plan (CLUP) for airports or within 2 miles of a public airport or public use airport. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project is not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

XII. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

The project proposes a General Plan Amendment and Rezone that would increase allowable residential densities and increase intensity of land uses on the project site. Additionally, the project proposes the significant extension of utilities including water and sewage lines, as well as improvements to SR 76, Pankey Road, Stewart Canyon Road and Highway 395. This new and improved infrastructure could be used to serve future projects and stimulate population growth beyond what is anticipated by the County of San Diego General Plan.

A growth inducing analysis shall be prepared for the proposed project and included in the EIR. The analysis must include a discussion of whether the project is growth inducing, what areas will be effected, and what impacts (including cumulative impacts) would result.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

The proposed project will not displace any existing housing since the site is currently vacant.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

The proposed project will not displace a substantial number of people since the site is currently vacant.

XIII. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause

January 20, 2005

significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- ☒ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

- ☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Service availability forms have been provided from the following agencies/districts:

- Fire Service. The North County Fire Protection District (NCFPD) has indicated that the project is in the District and eligible for services subject to conditions, including minimum access, water supply, fire protection and combustible vegetation clearance requirements.
- Schools. Facility Availability Forms have been received from Fallbrook Union Elementary School, Fallbrook Union High School, and Bonsall Union stating that the project is eligible for services subject to conditions resulting from overcrowding in the school system.

In addition, the project could result in the need for significantly altered police, park, and other public services. The EIR shall address the availability of public services, how the project will be meeting all conditions of services and any additional information to assure that adequate service ratios, response times or other performance objectives for any of the public services are met.

XIV. RECREATION

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- ☐ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

- ☒ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

The project proposes no more than 1,500 dwelling units that will increase the use of existing neighborhood and regional parks or other recreational facilities. To avoid substantial physical deterioration of local recreation facilities the project will dedicate land (Parcel 835) for local parks to the County pursuant to the Park Land Dedication Ordinance (PLDO). The Park Land Dedication Ordinance (PLDO) is the mechanism that enables the funding or dedication of local parkland in the County. The PLDO establishes several methods by which developers may satisfy their park requirements. Options include the payment of park fees, the dedication of a public park, the provision of private recreational facilities, or a combination of these methods. PLDO funds must be used for the acquisition, planning, and development of local parkland and recreation facilities. Local parks are intended to serve the recreational needs of the communities in which they are located. The proposed project opted to dedicate land (Parcel 835) for local parks. Therefore, the project meets the requirements set forth by the PLDO for adequate parkland dedication and thereby reducing impacts, including cumulative impacts to local recreational facilities. The project will not result in significant cumulative impacts, because all past, present and future residential projects are required to comply with the requirements of PLDO.

There is an existing surplus of County Regional Parks. Currently, there is over 21,765 acres of regional parkland owned by the County, which far exceeds the General Plan standard of 15 acres per 1,000 population. In addition, there are over one million acres of publicly owned land in San Diego County dedicated to parks or open space including Federal lands, State Parks, special districts, and regional river parks. Due to the extensive surplus of existing publicly owned lands that can be used for recreation the project will not result in substantial physical deterioration of regional recreational facilities or accelerate the deterioration of regional parkland. Moreover, the project will not result any cumulatively considerable deterioration or accelerated deterioration of regional recreation facilities because even with all past, present and future residential projects a significant surplus of regional recreational facilities will remain.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

☒ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

The project includes construction of on-site parks and trails. The physical effect on the environment as a result of this construction shall be included in the EIR.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project proposes development of no more than 1,500 new dwelling units, an elementary school and a commercial/ retail park. This proposal may result in degradation of the Level of Service (LOS) of affected roadways in relation to the existing traffic volumes and road capacity. A Traffic Impact Analysis (TIA) is required to assess all potentially significant impacts related traffic volumes and road capacity on I-15, SR-76 and other County roads. The results of the traffic impact analysis shall also be discussed in the context of the EIR.

- b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project proposes development of no more than 1,500 new dwelling units, an elementary school and a commercial/ retail park. As proposed, the project may result, either directly or cumulatively, in the degradation of level of service standards established by the County congestion management agency. The TIA will address all potentially significant impacts related to increased traffic volumes within a designated impact area. The results of the traffic impact analysis shall also be discussed in the context of the EIR

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project is located outside of an Airport Master Plan Zone and is not adjacent to any public or private airports; therefore, the project will not result in a change in air traffic patterns.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Although, road improvements will be constructed according to the County of San Diego Public and Private Road Standards, the proposed project may alter traffic patterns and roadway designs, Site distance studies at all driveways and intersections shall be included in the EIR's traffic analysis.

- e) Result in inadequate emergency access?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

As proposed, the project site is accessed by SR 76 to proposed Campus Park Way in the south, proposed extension to Pala Mesa Drive through adjacent property in the southwest, and the proposed extension of Stewart Canyon to Campus Park Way in the North. Development of some of these access points is contingent on adjacent development and a mechanism to implement construction of the coordinated access points between that project and this proposal has not been definitely identified. The EIR shall provide discussion and analysis of all access, including additional emergency access, if necessary.

- f) Result in inadequate parking capacity?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact:

The Zoning Ordinance Section 6758 Parking Schedule requires provision for on-site parking spaces based upon the types of dwellings proposed. The project description provides an analysis for the total parking requirement for the proposed project, which is consistent with the requirements of the Parking Schedule. Therefore, the proposed project is providing adequate on-site parking.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The proposal may result in a potentially significant hazard or barrier for pedestrians or bicyclists. Any potential impacts to pedestrians or bicyclists must be discussed as a part of the traffic impact analysis and the results of this analysis should also be discussed in the context of the EIR.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project proposes to discharge domestic waste into a community sewer system that is permitted to operate by the Regional Water Quality Control Board (RWQCB). A project facility availability form has been received from Rainbow Municipal Water District that indicated that the project is within the District; however, it is uncertain whether the District is currently unable to serve the project. The District is requiring the completion of a sewer study, the conclusions of which must be discussed in the context of the EIR.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- ☒ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

- ☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

See, XVI. a), above.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- ☒ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

- ☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

The project involves new and/or expanded storm water drainage facilities. The new and/or expanded facilities include improvement of underground storm drain system, creation of detention/ filtration basins, grass-line swales/ bio-filtration devices, and curb inlet biofilters. Although a SWMP will be approved for the project by the Department of Public Works, the project's proposed storm water drainage facilities could result in adverse physical effects on the environment. Therefore, the EIR shall address all storm water related impacts from the proposed project.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

- ☒ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

- ☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

A project facility availability form has been received from the Rainbow Municipal Water District that indicated that the project is within the District; however, it uncertain whether the District is currently unable to serve the project. The District is requiring the completion of a water study, the results of which must be discussed in the context of the

EIR. Additionally, the District is required to perform a water availability analysis pursuant to California Water Code Section 10915 (referred to SB 221 [Kuehl] and California Water Code Section 10631 (referred to as SB610 [Costa])¹.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The project is proposing service by Rainbow Municipal Water District for sewer facilities. A Service Availability Letter has been provided, indicating that a sewer study must be performed prior to service. The results of this study and analysis relating to whether adequate wastewater service capacity will be available to serve the project's demand must be included in the EIR.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Implementation of the project will generate solid waste. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). There are five, permitted active landfills in San Diego County with remaining capacity. Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs.

¹ Senate Bill 221 and Senate Bill 610 amended California water law effective January 1, 2002 regarding land use planning and water supply availability. These statutes create new requirements for the County of San Diego and the Rainbow Municipal Water District, as the purveyor of a public water system for the proposed Campus Park project.

January 20, 2005

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Implementation of the project will generate solid waste. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). The project will deposit all solid waste at a permitted solid waste facility and therefore, will comply with Federal, State, and local statutes and regulations related to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Per the instructions for evaluating environmental impacts in this Initial Study, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. As a result of this initial study, potential significant effects related to habitat modification, impacts to riparian areas and/ or wetlands, wildlife corridors, historical and archeological resources and interred human remains will be analyzed in the context of the EIR.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

☒ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVI of this form. In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there were determined to be potentially significant cumulative effects related to the following resources: aesthetics, agriculture, air quality, biology, cultural/ historical, geologic, hydrology, mineral, noise, public services, traffic, and utilities. A list of past, present and future project will be provided and a detailed analysis will be included in the context of the EIR to address these potentially significant cumulative impacts.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

☒ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Refer to XVII(a) and (b), above.

XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

ND01-05\0302059-CHECKLST

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Guide to the California Environmental Quality Act (CEQA) by Michael H. Remy, Tina A. Thomas, James G. Moore, and Whitman F. Manley, Point Arena, CA: Solano Press Books, 1999. (ceres.ca.gov)

MINERAL RESOURCES

National Environmental Policy Act, Title 42, 36.401 et. seq. 1969. (www4.law.cornell.edu)

Subdivision Map Act, 2003. (ceres.ca.gov)

U.S. Geologic Survey, Causey, J. Douglas, 1998, MAS/MILS Mineral Location Database.

U.S. Geologic Survey, Frank, David G., 1999, (MRDS) Mineral Resource Data System.

NOISE

California State Building Code, Part 2, Title 24, CCR, Appendix Chapter 3, Sound Transmission Control, 1988. (www.buildersbook.com)

County of San Diego Code of Regulatory Ordinances, Title 3, Div 6, Chapter 4, Noise Abatement and Control, effective February 4, 1982. (www.amlegal.com)

County of San Diego General Plan, Part VIII, Noise Element, effective December 17, 1980. (ceres.ca.gov)

Federal Aviation Administration, Federal Aviation Regulations, Part 150 Airport Noise Compatibility Planning (revised January 18, 1985). (<http://www.access.gpo.gov/>)

Harris Miller Miller and Hanson Inc., *Transit Noise and Vibration Impact Assessment*, April 1995. (<http://ntl.bts.gov/data/rail05/rail05.html>)

International Standard Organization (ISO), ISO 362; ISO 1996 1-3; ISO 3095; and ISO 3740-3747. (www.iso.ch)

U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch. "Highway Traffic Noise Analysis and Abatement Policy and Guidance," Washington, D.C., June 1995. (<http://www.fhwa.dot.gov/>)

POPULATION & HOUSING

Housing and Community Development Act of 1974, 42 USC 5309, Title 42--The Public Health And Welfare, Chapter 69--Community Development, United States Congress, August 22, 1974. (www4.law.cornell.edu)

National Housing Act (Cranston-Gonzales), Title 12, Ch. 13. (www4.law.cornell.edu)

San Diego Association of Governments Population and Housing Estimates, November 2000. (www.sandag.org)

US Census Bureau, Census 2000. (<http://www.census.gov/>)

RECREATION

County of San Diego Code of Regulatory Ordinances, Title 8, Division 10, Chapter PLDO, §810.101 et seq. Park Lands Dedication Ordinance. (www.amlegal.com)

TRANSPORTATION/TRAFFIC

California Aeronautics Act, Public Utilities Code, Section 21001 et seq. (www.leginfo.ca.gov)

California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook, January 2002.

California Department of Transportation, Environmental Program Environmental Engineering – Noise, Air Quality, and Hazardous Waste Management Office. "Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects," October 1998. (www.dot.ca.gov)

California Public Utilities Code, SDCRAA. Public Utilities Code, Division 17, Sections 170000-170084. (www.leginfo.ca.gov)

California Street and Highways Code. California Street and Highways Code, Section 260-283. (www.leginfo.ca.gov)

Office of Planning, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, April 1995.

San Diego Association of Governments, 2020 Regional Transportation Plan. Prepared by the San Diego Association of Governments. (www.sandag.org)

San Diego Association of Governments, Comprehensive Land Use Plan for Borrego Valley Airport (1986), Brown Field (1995), Fallbrook Community Airpark (1991), Gillespie Field (1989), McClellan-Palomar Airport (1994). (www.sandag.org)

US Code of Federal Regulations, Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace, Title 14, Chapter 1, Part 77. (www.gpoaccess.gov)

UTILITIES & SERVICE SYSTEMS

California Code of Regulations (CCR), Title 14. Natural Resources Division, CIWMB Division 7; and Title 27, Environmental Protection Division 2, Solid Waste. (ccr.oal.ca.gov)

California Integrated Waste Management Act. Public
Resources Code, Division 30, Waste Management,
Sections 40000-41956. (www.leginfo.ca.gov)

County of San Diego, Board of Supervisors Policy I-78:
Small Wastewater. (www.sdcountry.ca.gov)

Unified San Diego County Emergency Services Organization
Annex T Emergency Water Contingencies, October 1992.
(www.co.san-diego.ca.us)

United States Department of Agriculture, Natural Resource
Conservation Service LESA System.

United States Department of Agriculture, Soil Survey for the
San Diego Area, California. 1973.

US Census Bureau, Census 2000.

US Code of Federal Regulations, Federal Aviation
Regulations (FAR), Objects Affecting Navigable Airspace,
Title 14, Chapter 1, Part 77.

US Department of the Interior, Bureau of Land Management
(BLM) modified Visual Management System.

US Department of Transportation, Federal Highway
Administration (FHWA) Visual Impact Assessment for
Highway Projects.

**Notice of Completion and Environmental
Document Transmittal Form**

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044--916/445-0613

See NOTE Below

SCH # _____

1. Project Title: Campus Park

Lead Agency: San Diego County, DPLU

a. Street Address: 5201 Ruffin Road, Suite B

3b. County: San Diego County

3. Contact Person: David Sibbet

3c. City: San Diego

3d. Zip: 92123-1666

3e. Phone: (858)694-3680

Project Location The project site is located at the intersection of the I-15 and SR-76.

County: County of San Diego

4a. City/Community: Fallbrook Community Planning Area

4b. Assessor's Parcel Nos. 108-120-47, 49-51 ; 108-121-12,

13 ; 125-061-02, 03 ; 108-421-03, 04

c. Section: _____ Twp: _____

Range: San Bernardino Meridian

5a. Cross Streets: I15 and SR76

5b. For Rural, Nearest Community: _____

6. Within 2 Miles:

a. State Hwy #: 76

c. Railways: None

d. Schools: _____

b. Airports: _____

c. Waterways: _____

7. Document Type

NEQA: 01. ☒ NOP

02. ☐ Early Cons

03. ☐ Neg Dec

04. ☐ Mit ND

05. ☐ Draft EIR

06. ☐ Supplemental/Subsequent EIR
(Prior SCH No.: _____)

NEPA: 07. ☐ NOI

08. ☐ FONSI

09. ☐ Draft EIS

10. ☐ EA

OTHER: 11. ☐ Joint Document

12. ☐ Final Document

13. ☐ Other _____

Local Action Type

01. ☐ General Plan Update

02. ☐ New Element

03. ☐ General Plan Amendment

04. ☐ Master Plan

05. ☐ Annexation

06. ☒ Specific Plan Amend

07. ☐ Community Plan

08. ☐ Redevelopment

09. ☒ Rezone

10. ☒ Land Division

(Subdivision, Parcel
Map, Tract Map, etc.)

11. ☐ Use Permit

12. ☐ Waste Mgmt Plan

13. ☐ Cancel Ag Preserve

14. ☐ Reclamation Plan

15. ☐ PUD

16. ☐ Site Plan

17. ☐ Prezone

18. ☐ Coastal Permit

Development Type

01. ☒ Residential: Units 1500 Acres 187.1

02. ☐ Office: Sq. Ft. _____ Acres _____ Employees _____

03. ☒ Shopping/Commercial: Sq. Ft. _____ Acres 61.0

04. ☐ Industrial: Sq. Ft. _____ Acres _____ Employees _____

05. ☐ Water Facilities: MGD _____

06. ☐ Transportation: Type _____

07. ☐ Mining: Mineral _____

08. ☐ Power: Type _____ Watts _____
Employees _____

09. ☐ Waste Treatment: Type _____

10. ☐ OCS Related

11. ☒ Educational

12. ☒ Recreational

13. ☐ Other: _____

10. Total Acres 504.2

11. Total Jobs Created Unknown at this time

2. Project Issues Discussed in Document

01. ☐ Aesthetic/visual

02. ☐ Agricultural Land

03. ☐ Air Quality

04. ☐ Archaeology/Historical

05. ☐ Coastal Zone

06. ☐ Economic

07. ☐ Fire Hazard

08. ☐ Flooding/Drainage

09. ☐ Geologic/Seismic

10. ☐ Jobs/Housing Balance

11. ☐ Minerals

12. ☐ Noise

13. ☐ Public Services

14. ☐ Schools

15. ☐ Septic Systems

16. ☐ Sewer Capacity

17. ☐ Social

18. ☐ Soil Erosion

19. ☐ Solid Waste

20. ☐ Toxic/Hazardous

21. ☐ Traffic/Circulation

22. ☐ Vegetation

23. ☐ Water Quality

24. ☐ Water Supply

25. ☐ Wetland/Riparian

26. ☐ Wildlife

27. ☐ Growth Inducing

28. ☐ Incompatible Land Use

29. ☐ Cumulative Effects

30. ☐ Dark Skies

31. ☐ Public Health and

Safety

13. Funding (approx.)

Federal \$None

State \$None

Total \$None

14. Present Land Use and Zoning: NORTHERN 179-ACRES: Land Use Designation: (17) Estate/

Density: 1 du/2.4 acres/ Zoning: A70 (B Designator). SOUTHERN 324-ACRES: Land Use Designation: (21) Specific Planning

Zoning: S90

15. Project Description: The project proposes a General Plan Amendment, Specific Plan Amendment, Rezone and Tentative Map for a 504.2-acre parcel in the community of Fallbrook. The project site is located at the intersection of the I-15 and SR-76. The entirety of the project proposes a mixed use residential, commercial, civic and park uses.

16. Signature of Lead Agency Representative

Date 1/18/05

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., from a Notice of Preparation or previous draft document), please fill it in.

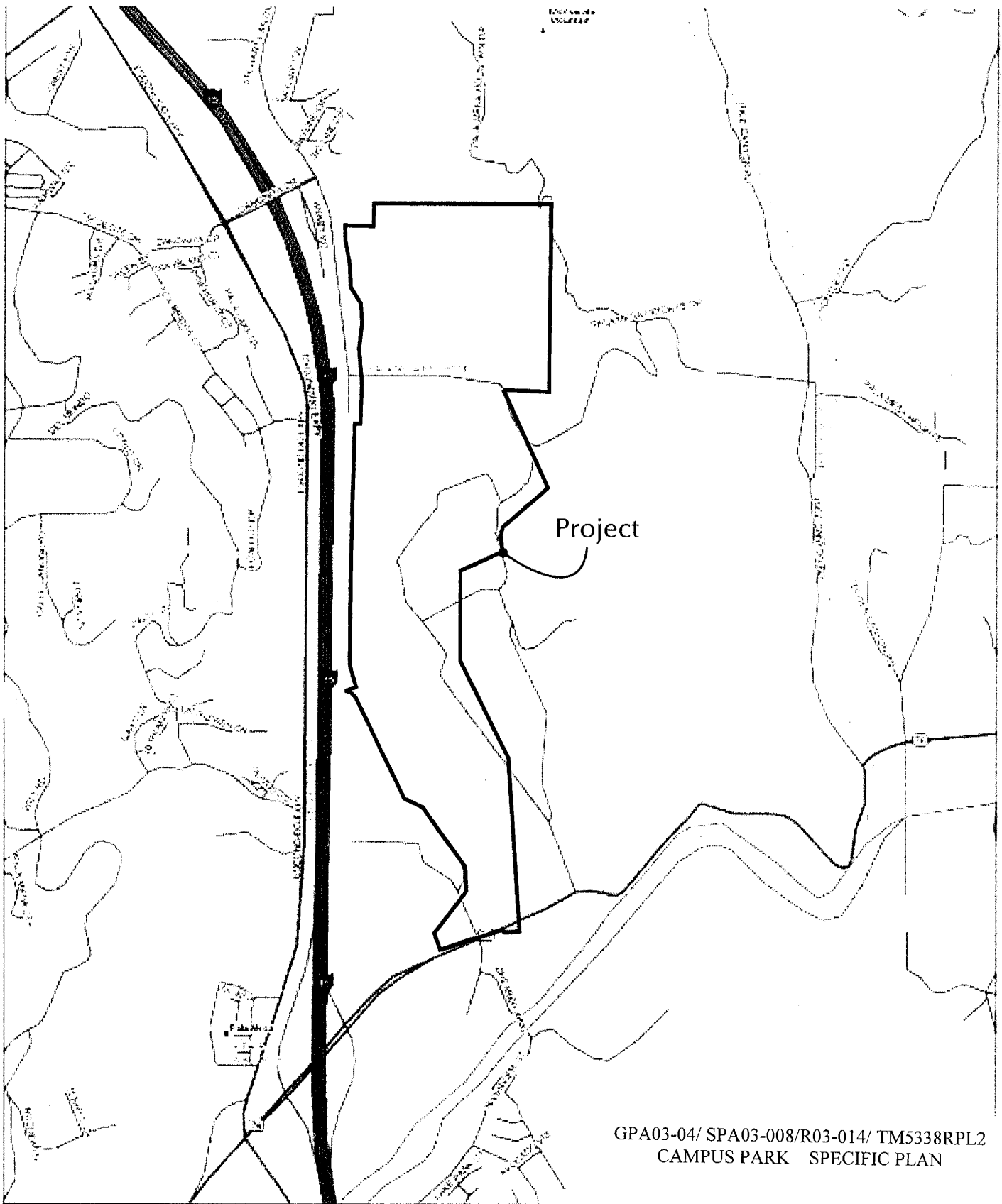
Reviewing Agencies

- | | |
|--|--|
| <input type="checkbox"/> Resources Agency | <input type="checkbox"/> Caltrans District _____ |
| <input type="checkbox"/> Boating & Waterways | <input type="checkbox"/> Dept. Of Transportation Planning ¹ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Aeronautics |
| <input type="checkbox"/> Fish and Game | <input type="checkbox"/> California Highway Patrol |
| <input type="checkbox"/> Forestry | <input type="checkbox"/> Housing and Community Dev't |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> Statewide Health Planning |
| <input type="checkbox"/> Dept. Water Resources | <input type="checkbox"/> Health |
| <input type="checkbox"/> Reclamation | <input type="checkbox"/> Food and Agriculture |
| <input type="checkbox"/> Parks & Recreation | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Office of Historic Preservation | <input type="checkbox"/> Public Works |
| <input type="checkbox"/> Native American Heritage Commission | <input type="checkbox"/> Corrections |
| <input type="checkbox"/> S.F. Bay Cons & Dev't Commission | <input type="checkbox"/> General Services |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> OLA |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> Santa Monica Mountains |
| <input type="checkbox"/> State Lands Commission | <input type="checkbox"/> TRPA |
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> OPR - OLGA |
| <input type="checkbox"/> Solid Waste Management Board | <input type="checkbox"/> OPR - Coastal |
| <input type="checkbox"/> SWRCB: Sacramento | <input type="checkbox"/> Bureau of Land Management |
| <input type="checkbox"/> RWQCB: Region #9 | <input type="checkbox"/> Forest Service |
| <input type="checkbox"/> Water Rights | <input type="checkbox"/> Other: Conservation - Division of Mines and Geology |
| <input type="checkbox"/> Water Quality | <input type="checkbox"/> Other _____ |

For SCH Use Only:

Date Received at SCH _____	Catalog Number _____
Date Review Starts _____	Applicant _____
Date to Agencies _____	Consultant _____
Date to SCH _____	Contact _____ Phone _____
Clearance Date _____	Address _____

Notes: _____

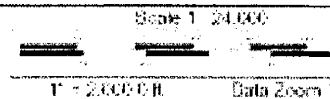
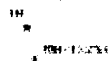


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www.delorme.com

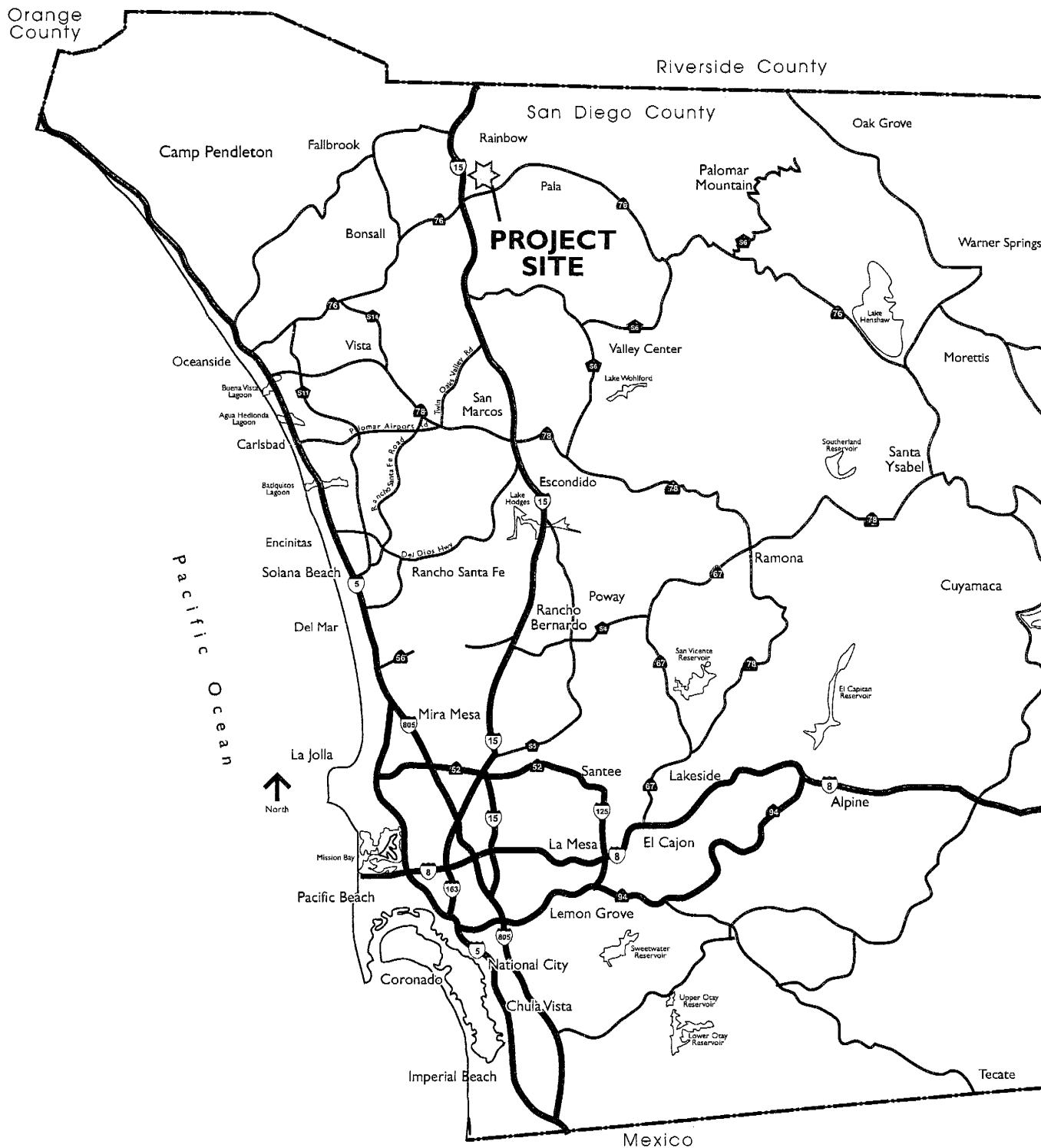
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DEC 22 2004

San Diego County
DEPT. OF PLANNING & LAND USE



SPECIFIC LOCATION MAP

CAMPUS PARK SPECIFIC PLAN & GENERAL PLAN AMENDMENT



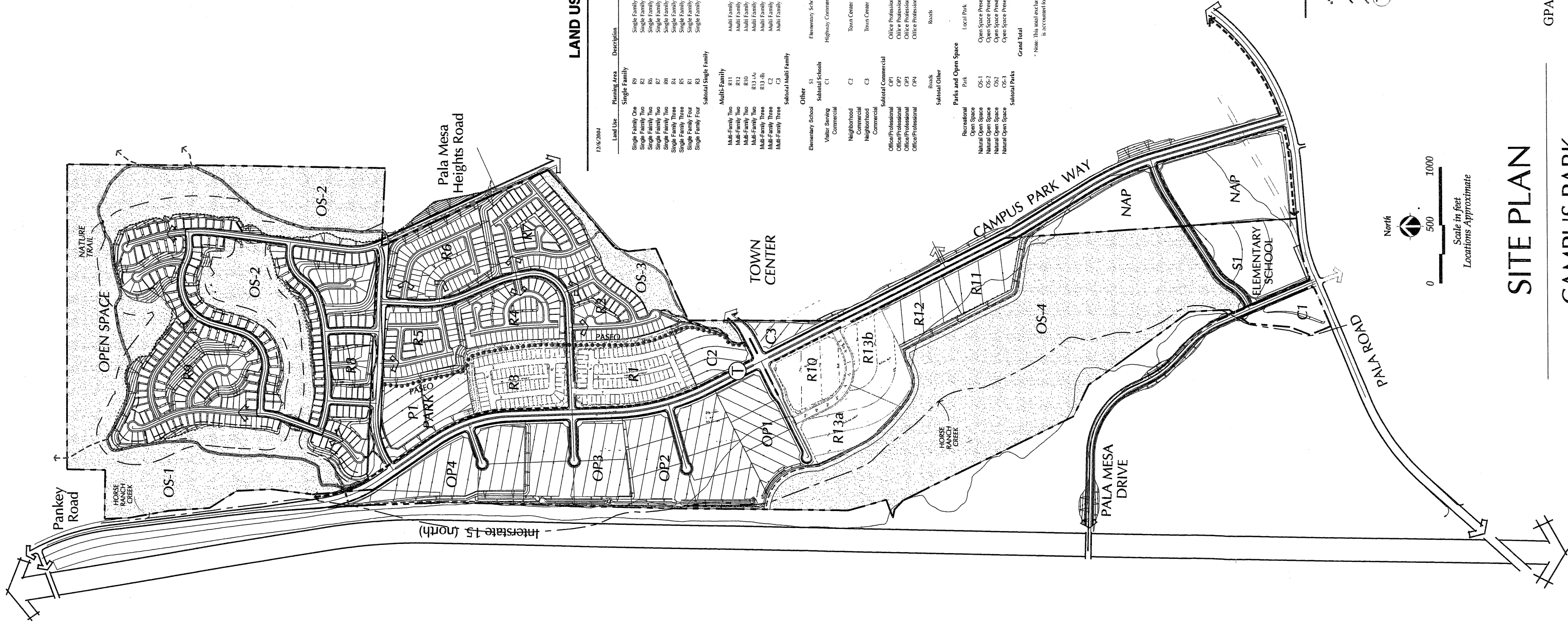
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San Diego County
DEPT. OF PLANNING & LAND USE

GPA03-04/ SPA03-008/R03-014/ TM5338RPL2
CAMPUS PARK SPECIFIC PLAN

REGIONAL LOCATION MAP

CAMPUS PARK SPECIFIC PLAN & GENERAL PLAN AMENDMENT



LAND USE SUMMARY

Land Use	Planning Area	Description	Acreage	Units	Target Density (Dn/Ac.)	% of Project
Single Family One	R9	Single Family	42.0	160	3.8	
Single Family Two	R2	Single Family	9.3	50	5.4	
Single Family Two	R6	Single Family	13.5	61	4.9	
Single Family Two	R7	Single Family	13.7	68	5.0	
Single Family Two	R8	Single Family	26.0	107	4.1	
Single Family Three	R4	Single Family	10.5	52	5.0	
Single Family Three	R5	Single Family	8.3	47	5.7	
Single Family Four	R1	Single Family	12.9	88	6.8	
Single Family Four	R3	Single Family	12.1	71	5.9	
Subtotal Single Family			147.3	704.0	4.8	29%
Multi-Family						
Multi-Family Two	R11	Multi-Family	5.3	95	18.0	
Multi-Family Two	R12	Multi-Family	5.2	94	18.0	
Multi-Family Two	R10	Multi-Family	6.8	122	18.0	
Multi-Family Three	R13(A)	Multi-Family	7.1	128	18.0	
Multi-Family Three	R13(B)	Multi-Family	7.2	123	17.0	
Multi-Family Three	C2	Multi-Family	5.0	34	24.0	
Multi-Family Three	C3	Multi-Family	2.4	16	21.0	
Subtotal Multi-Family			39.0	662		8%
Other						
Elementary School	S1	Elementary School	11.3	-	-	2%
Visitor Saving Commercial	C1	Highway Commercial	3.9	-	-	2%
Neighborhood Commercial	C2	Town Center	5.0	-	-	
Neighborhood Commercial	C3	Town Center	2.4	-	-	
Subtotal Commercial			11.3	-	-	2%
Office/Professional	OP1	Office Professional	9.1	-	-	
Office/Professional	OP2	Office Professional	21.1	-	-	
Office/Professional	OP3	Office Professional	15.1	-	-	
Office/Professional	OP4	Office Professional	15.4	-	-	
Subtotal Office/Professional			60.7	-	-	12%
Roads		Roads	25.7	-	-	5%
Subtotal Other			101.6	-	-	20%
Parks and Open Space						
Recreational Open Space	Park	Local Park	10.3	10.3		
Natural Open Space	OS-1	Open Space Preserve	17.2	-	-	
Natural Open Space	OS-2	Open Space Preserve	88.9	-	-	
Natural Open Space	OS2	Open Space Preserve	8.8	-	-	
Natural Open Space	OS-3	Open Space Preserve	91.1	216.0	Total Natural Open Space	41%
Subtotal Parks			216.3	-	-	43%
Grand Total			504.2	-	-	100%

* Note: This total excludes the Town Center acreage which is accounted for under Multi-Family.

LEGEND

- PASEO
- COMMUNITY TRAILS
- NATURE TRAIL
- TRANSIT CENTER

RECEIVED

DEC 2 2 2004

San Diego County
DEPT. OF PLANNING & LAND USE

SITE PLAN

CAMPUS PARK

GARY L. PRYOR
DIRECTOR



County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
INFORMATION (858) 694-2960
TOLL FREE (800) 411-0017

SAN MARCOS OFFICE
338 VIA VERA CRUZ - SUITE 201
SAN MARCOS, CA 92069-2620
(760) 471-0730

EL CAJON OFFICE
200 EAST MAIN ST. - SIXTH FLOOR
EL CAJON, CA 92020-3912
(619) 441-4030

March 3, 2005

David Davis
Passerelle, LLC
402 W. Broadway, Suite 2175
San Diego, CA 92101

RE: CASE NUMBERS: GPA03-04; SPA03-008; R03-014; TM5338RPL¹; LOG NO.
03-02-059; PROJECT NAME: CAMPUS PARK; TRANSMITTAL OF NOTICE
OF PREPARATION COMMENTS

Dear Mr. Davis:

The Department of Planning and Land Use (DPLU) has circulated for public review a "Notice of Preparation" for the Environmental Impact Report (EIR) for your proposed project. Attached you will find the correspondence received. A copy of the Notice of Preparation and the comments received must be included in the appendices of the EIR.

Your EIR consultant will need to ensure that the salient comments raised during public review of the NOP are addressed in the draft EIR. To demonstrate how these comments were addressed you must submit a separate letter, which indicates specifically where and how each of the significant NOP comments are addressed in your 1st Draft EIR Screencheck. Otherwise, the rationale for the revisions (or lack of revisions) must be given.

Comments were received from the following agencies and organizations:

- U.S. Fish and Wildlife Service and California Department of Fish and Game
- California Department of Transportation
- California Department of Health Services
- California Native American Heritage Commission
- San Diego Association of Governments
- San Diego Local Agency Formation Commission

- North County Fire Protection District
- Fallbrook Union Elementary School District
- Endangered Habitats League

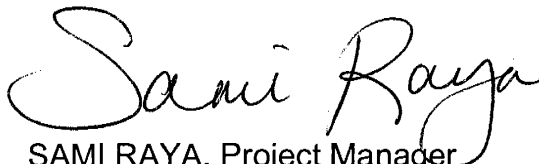
If you have any specific questions regarding the above, please contact Jason Giffen, Project EIR Assistant at (858) 694-3720 or e-mail at jason.giffen@sdcounty.ca.gov.

PROJECT SCHEDULE: Your project is presently behind schedule. An updated copy of your project schedule is attached showing an estimated hearing/decision date of January 15, 2005. This date is approximately 1 week later than originally anticipated in the County's EIR Request Letter, dated December 13, 2004.

SUBMITTAL REQUIREMENTS/DATE: Please comply with the submittal requirements and due date as outlined in the "Request for Environmental Impact Report" letter from DPLU dated December 13, 2004. In addition submit a separate letter, which indicates specifically where and how each of the significant NOP comments is addressed in your 1st Draft EIR Screencheck, as outlined above.

If you have any questions regarding this request, please contact me at (858) 694-3733 or by e-mail at sami.raya@sdcounty.ca.gov.

Sincerely,



SAMI RAYA, Project Manager
Regulatory Planning Division

SR:jg

Attachments: Revised Estimated Processing Schedule
Notice of Preparation Comments

cc: Landmark Consulting, 9555 Genesee Ave., San Diego, CA 92121
Chris Brown, Alchemy Consulting Group, 402 W. Broadway, Suite 2175, San Diego, CA 92101
Nael Areigat, Project Manager, Department of Public Works, M.S. O336
Glenn Russell, Planning Manager/Environmental Coordinator, Department of Planning and Land Use, M.S. O650
Jason Giffen, Project EIR Assistant, Department of Public Planning and Land Use, M.S. O650
Paul Mehnert, County Counsel, M.S. A12

REVISED ESTIMATED PROJECT SCHEDULE

Campus Park
GPA03-04; SPA03-008; TM5338; Log No. 03-02-059
Jason Giffen
Planning Commission and Board of Supervisors
3/3/2005

Project Name:
Project Number:
Staff Completing Schedule:
Decision-Making Body:
Date Schedule Produced/Revised:

TASK/ACTIVITY	Estimated Duration	Estimated Completion Date	Actual Completion Date
APPLICATION SUBMITTAL	30	11/12/2003	10/13/2003
DPLU reviews for application "completeness", determines project issues, costs and schedule	120	3/20/2004	11/21/2003
Applicant Submits 1st Draft Extended Initial Studies	30	10/29/2004	9/29/2004
DPLU finalizes Environmental Initial Study	14	11/12/2004	10/29/2004
DPLU completes Initial Scoping of EIR	14	12/24/2004	12/10/2004
Applicant submits documents for Public Review of Notice of Preparation (NOP)	7	12/20/2004	12/13/2004
DPLU completes advertises and distributes NOP	10	12/23/2004	12/22/2004
Public review of NOP	30	2/21/2005	1/20/2005
DPLU receives and distributes public comments on NOP to Applicant	5	2/28/2005	2/21/2005
DPLU, in consultation with the EIR consultant establishes Thresholds of Significance	10	3/14/2005	3/3/2005
DPLU, in consultation with the EIR consultant establishes Analysis Methodologies	20	4/4/2005	
Board Policy I-119 Review of Thresholds of Significance and Analysis Methodologies	20	4/25/2005	
Applicant submits 1st Draft EIR	180	6/22/2005	
DPLU reviews 1st Draft EIR	45	8/8/2005	
Applicant submits 2nd Draft EIR*	45	9/22/2005	
DPLU reviews 2nd Draft EIR*	30	10/24/2005	
Applicant submits 3rd Draft EIR*	30	11/23/2005	
DPLU reviews 3rd Draft EIR*	21	12/14/2005	
Env. Coordinator reviews Draft EIR	3	12/19/2005	
1st Board Policy I-119 Review of Draft EIR	30	1/18/2006	
DPLU receives and distributes Board Policy I-119 Comments to Applicant	3	1/23/2006	
Applicant submits Revised Draft EIR per Board Policy I-119*	21	2/13/2006	
DPLU reviews revised Draft EIR per Board Policy I-119*	2	2/15/2006	
Env. Coordinator reviews Draft EIR*	3	2/20/2006	
2nd Board Policy I-119 Review of Draft EIR*	30	3/22/2006	
DPLU receives and distributes Board Policy I-119 Comments to Applicant	3	3/27/2006	
Applicant makes final changes to Draft EIR, produces copies of documents, & CDFG Fees	14	4/10/2006	
DPLU completes distribution paperwork, advertises and distributes Draft EIR	10	4/20/2006	
Public Review of Draft EIR	45	6/5/2006	
DPLU transmits Public Comments to Applicant	3	6/8/2006	
DPLU reviews Public Comments	30	7/10/2006	
Applicant submits 1st Draft Responses to Public Comment	14	7/24/2006	
DPLU reviews 1st Draft Responses to Public Comments	13	8/7/2006	
Applicant submits 2nd Draft Responses to Public Comment	14	8/21/2006	
DPLU reviews 2nd Draft Responses to Public Comments	2	8/23/2006	
Env. Coordinator reviews Responses to Public Comments	3	8/28/2006	
Board Policy I-119 Review of Responses to Comments and EIR Changes/Recirculation Decision	20	9/18/2006	
DPLU transmits Board Policy I-119 Comments to Applicant	5	9/25/2006	
Applicant revises EIR, CEQA Findings/Override, and Responses to Public Comment	14	10/9/2006	
DPLU reviews Draft CEQA Findings/Overrides/Recirculation Decision	14	10/23/2006	
DPLU finalizes documentation	10	11/2/2006	
DPLU completes final documents, docket project and initial PROJECT HEARING/DECISION	72	1/15/2007	

Total Estimated Duration
170 weeks
39.2 months

Bolded tasks are under the control of applicant/consultant.

Italicized tasks are completed concurrently with other tasks.

* - Task can be eliminated if earlier draft documents are adequate.

Assumptions:

Project will be completed using an Environmental Impact Report.

The project is considered "sensitive" therefore Board Policy I-119 review will be required.

Applicant/consultant will provide adequate Environmental Impact Report in three iterations or less.

Applicant/Consultant will submit all required information in accordance with the estimated schedule/turnaround times.

The project will not be continued by the decision-making body nor appealed.

Any Department of Public Works or Department of Environmental Health issues will be resolved concurrently with the environmental process.

The Hearing/Decision date is subject to Decision-Making Body availability and schedule.

Dates which fall upon a holiday will have an actual completion date the first business day after such holiday.



State of California - The Resources Agency

ARNOLD SCHWARZENEGGER, *Governor***DEPARTMENT OF FISH AND GAME**

<http://www.dfg.ca.gov>
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

**FACSIMILE TRANSMITTAL**

TO: DAVID SIBBET
COUNTY OF SAN DIEGO
DEPARTMENT OF PLANNING AND LAND USE

FROM: MEREDITH OSBORNE
SOUTH COAST REGION
4949 VIEWRIDGE AVENUE
SAN DIEGO, CALIFORNIA 92123
TELEPHONE (858) 636-3163
FAX (858) 467-4299

DATE: February 25, 2005

FAX NUMBERS DIALED: (858) 694-3373

NUMBER OF PAGES: 14

SUBJECT: NOP for Campus Park Project EIR

COMMENTS:

Re: Notice of Preparation of an Environmental Impact Report for the Campus Park Project, San Diego County, California (GPA 03-04; SPA 03-008; R03-014; TM 5338RPL; Log No. 03-02-059)

**IF YOU DO NOT RECEIVE ALL OF THE PAGES INDICATED
PLEASE CALL THE SENDER AS SOON AS POSSIBLE.**



U.S. Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009
(760) 431-9440
FAX (760) 431-5902 + 9618



California Department of Fish & Game
South Coast Region
4949 Viewridge Avenue
San Diego, California 92123
(858) 467-4201
FAX (858) 467-4299

In Reply Refer To:
FWS-SDG-4365.1

Mr. David Sibbet
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123

FEB 25 2005

Re: Notice of Preparation of an Environmental Impact Report for the Campus Park Project,
San Diego County, California (GPA 03-04; SPA 03-008; R03-014; TM 5338RPL; Log
No. 03-02-059)

Dear Mr. Sibbet:

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Game (Department), hereafter referred to as the Wildlife Agencies, have reviewed the above-referenced Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Campus Park project, dated January 20, 2005. The Wildlife Agencies have identified potential effects of this project on wildlife and regional conservation planning. The comments provided herein are based on the information provided in the NOP and supporting documentation, the Wildlife Agencies' knowledge of sensitive and declining vegetative communities, and our participation in regional conservation planning efforts.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Endangered Species Act of 1973, as amended (Act) (16 U.S.C. 1531 *et seq.*). The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA), Sections 15386 and 15381, respectively, and is responsible for the conservation of the State's biological resources, pursuant to the California Endangered Species Act, and California Fish and Game Code. The Department also administers the Natural Community Conservation Planning program.

The proposed project involves a General Plan Amendment, Specific Plan Amendment, Rezone, and Tentative Map for a 504.2-acre parcel. The project site is located at the intersection of Interstate 15 (I-15) and State Route 76 (SR 76). Access to the project site will be directly from SR 76, which will be improved to four and six lanes. Campus Park Way, a major road, will be constructed from SR 76 in the south to Stewart Canyon Road in the northwest. The project also

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2

proposes improvement of Pala Mesa Drive to include an extension of the bridge over I-15. Additionally, the project will improve Stewart Canyon Road to link Campus Park Way to Highway 395. Multiple public and private roads with cul-de-sacs provide an internal circulation system.

The proposed project will include approximately 1,366 dwelling units within multiple communities. These communities will include both single and multi-family neighborhoods. Lower density single-family homes will be located in the north and north central portion of the site. The higher density single-family homes are located to the east of Campus Park Way, in the middle of the property. The multi-family neighborhoods will be located near Campus Park Way. A "town center" is proposed to be located centrally. In addition to residential neighborhoods, the project dedicated 11.3-acres located adjacent to SR 76 for construction of an elementary school, 80-acres along the southwestern portion of the site for construction of a college campus, and 61.0-acres located west of Campus Park Way for commercial development. The project will also include a park and several open space areas. Approximately 210.0 acres of open space will be dedicated as "natural open space". A trail system is proposed through the northern and eastern central open space areas.

Currently, the southern half of the project site is dominated by riparian forest; the center portion supports non-native grassland, and the north half supports non-native grassland and coastal sage scrub. Surrounding lands to the north and east are currently undeveloped.

We offer our recommendations and comments in Enclosure 1 to assist the County of San Diego in minimizing and mitigating project impacts to biological resources, and to assure that the project is consistent with ongoing regional habitat conservation planning efforts. In summary, we have the following comments: 1) the proposed project should be redesigned to maintain large blocks of native habitat on-site and connectivity to native habitat off site; 2) the draft EIR should address the cumulative impacts to sensitive species and habitats resulting from the Campus Park project and known proposed developments on adjacent properties, as well as cumulative effects to regional conservation planning; 3) the draft EIR should discuss the need for any improvements to SR-76 that will be necessary to off-set increased traffic volumes resulting from the proposed project and adjacent developments, and should identify any on- and off-site impacts to sensitive species or habitats that would result from any proposed improvements; 4) updated protocol-level surveys for the coastal California gnatcatcher (*Poliophtila californica californica*) and least Bell's vireo (*Vireo bellii pusillus*), and other listed species with potential to occur should be performed no more than one year prior to an application for a permit from the Wildlife Agencies; 5) all clearing and grubbing and work within 500 feet of potential nesting habitat should occur outside the bird breeding season; 6) temporary fencing should be required in all locations of the project where proposed grading or clearing is within 100 feet of proposed biological open space; 7) permanent fencing should be installed between the impact area and biological open space; 8) the biological open space should be placed in a perpetual biological conservation easement and a management and monitoring plan (MMP), including a funding commitment, should be

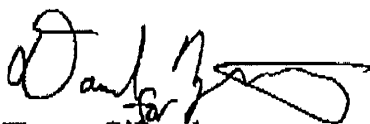
Mr. David Sibbet (FWS-SDG-4365.1)

3

developed for the on-site biological open space easement, and implemented in perpetuity to protect the existing biological functions and values; 9) to facilitate wildlife movement, bridges should be used for riparian crossings; 10) the draft EIR should include the provision for a biological monitor to be present during construction and to oversee the mitigation activities; 11) no new trails should be created within designated open space; 12) native plants should be used to the greatest extent feasible in the landscape areas adjacent to and/or near mitigation/open space areas and/or wetland/riparian areas; 13) project lighting should be shielded and directed away from avoided habitat; 14) the applicant should develop and implement a resident education program; and 15) the draft EIR should include: (a) information on the purpose, need for, and description of the proposed project; (b) flora and fauna within and next to the project area; (c) direct, indirect, and cumulative impacts expected to adversely affect biological resources; (d) mitigation measures for adverse project-related impacts on sensitive plants, animals, and habitats; and (e) maps showing the project footprint, fuel modification zones, locations of sensitive species observed on site, and wildlife habitat preserved on site in relation to surrounding habitat and regional planning areas.

The Wildlife Agencies appreciate the opportunity to comment on this NOP. If you have any questions, please contact Meredith Osborne of the Department at (858) 636-3163, or Michelle Moreno of the Service at (760) 431-9440.

Sincerely,



Therese O'Rourke
Assistant Field Supervisor
U.S. Fish and Wildlife Service



Donald R. Chadwick
Senior Environmental Scientist
California Department of Fish and Game

Enclosures

cc: State Clearinghouse

Enclosure (FWS-SDG-4365.1)

1

**WILDLIFE AGENCY
COMMENTS AND RECOMMENDATIONS
ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE CAMPUS PARK PROJECT**

Specific Comments

1. Our review of draft habitat evaluation maps of the North County Multiple Species Conservation Program (NCMSCP) indicates that native habitat on and off site is of "very high" to "high" habitat quality, and that the project site is located in the center of a pre-approved mitigation area (PAMA). The project site is located along Horse Ranch Creek, a tributary to the San Luis Rey River. This area serves as one of the few remaining large blocks of native habitat within the NCMSCP, and supports nesting least Bell's vireos (*Vireo bellii pusillus*; vireo), as well as a core population (i.e., five or more pairs) of coastal California gnatcatchers (*Poliophtila californica californica*; gnatcatcher). In addition, this area contributes to the I-15 gnatcatcher "stepping-stone" corridor. This corridor provides for the movement of gnatcatchers between San Diego County and Riverside County to the north through patches of native habitat located along I-15.

To maintain the high biological value of the project site, and to ensure that the project site continues to support a core population of gnatcatchers and contribute to the I-15 "stepping-stone" gnatcatcher corridor, we have met several times with the County and the project applicants to discuss our project design recommendations. Our recommendations have been, and continue to be, that the proposed project be re-designed such that planning areas R9, R8, and OP 1-4, as well as the proposed trail located within the northern proposed open space area either be relocated or eliminated. The recommended re-design would provide for a large, contiguous block of open space in the northern portion of the property, and would maintain connectivity between on-site native habitats and off-site native habitats within the I-15 "stepping-stone" corridor for the movement of gnatcatchers.

2. We are aware of three large-scale developments, in addition to the Campus Park development, that are proposed on the properties adjacent to the project site. The development of multiple properties within this general area will have a cumulative effect on sensitive species and habitats known to occur on and adjacent to the project site, as well as the preserve design of the NCMSCP. Therefore, the draft EIR should address the

Enclosure (FWS-SDG-4365.1)**2**

cumulative effects to sensitive species and habitats resulting from the Campus Park project and known proposed developments on adjacent properties, as well as cumulative effects to regional conservation planning (i.e., the NCMSCP).

3. Due to the large number of single- and multi-family residences, as well as the elementary school and college campus, proposed on the project site, it is anticipated that the proposed project will result in increased traffic volumes on SR-76, thereby further degrading the level of service of SR-76 between the development and Interstate 15. The draft EIR should discuss the need for any improvements to SR-76 that will be necessary to off-set increased traffic volumes resulting from the proposed project and adjacent developments. Furthermore, the draft EIR should identify any on- and off-site impacts to sensitive species or habitats that would result from any proposed improvements to SR-76.
4. To guide project planning to avoid/minimize impacts to listed species, including the gnatcatcher and vireo, we recommend that updated protocol-level surveys for the gnatcatcher and vireo, as well as other listed species with the potential to occur within the project area, be performed no more than one year prior to an application for a permit from the Wildlife Agencies.
5. The breeding season for nesting birds occurs approximately February 15 through September 15, however raptors may begin breeding as early as January. Because several bird species may nest in the habitat on the project site, we recommend that all clearing and grubbing and work within 500 feet of potential breeding habitat occur outside the bird breeding season.
6. Temporary fencing should be required in all locations of the project where proposed grading or clearing is within 100 feet of proposed biological open space. Fencing should be placed on the impact side and should result in no vegetation loss within open space. All temporary fencing shall be removed only after the conclusion of all grading, clearing, and construction. The project applicant should submit to the Wildlife Agencies for approval, at least seven days prior to initiating project impacts, the final plans and photographs for initial clearing and grubbing of riparian/wetland or upland habitat and project construction. These final plans should include photographs that show the fenced or demarcated limits of impact and all areas to be impacted or avoided. If work occurs beyond the fenced or demarcated limits of impact, all work should cease until the problem has been remedied to the satisfaction of the Wildlife Agencies. Any impacts that occur beyond the approved fenced should be mitigated at a minimum 5:1 ratio.
7. Permanent fencing should be installed between the impact area and biological open space and be designed to minimize intrusion into the sensitive habitats from humans and domestic animals, particularly cats. There should be no gates between the residences and biological open space. Signage delineating the open space preserve will be posted and

Enclosure (FWS-SDG-4365.1)**3**

maintained at conspicuous locations. Plans for fencing should be submitted to the Wildlife Agencies for approval prior to initiating project impacts.

8. The applicant should execute and record a perpetual biological conservation easement over biological open space. The easement should be in favor of the County or other agent approved by the Wildlife Agencies, and name the Wildlife Agencies as third party beneficiaries. The easement should be approved by the Wildlife Agencies prior to its execution. The project applicant should submit a draft easement to the Wildlife Agencies for review and approval prior to initiating project impacts. The applicant should submit the final easement and evidence of its recordation to the Wildlife Agencies within 60 days of receiving approval of the draft easement.

A management and monitoring plan (MMP), including a funding commitment, should be developed for the on-site biological open space easement, and implemented in perpetuity to protect the existing biological functions and values. The applicant should identify an appropriate natural lands management organization, subject to approval by the County and Wildlife Agencies. The organization should prepare a management plan which must be reviewed and approved by the County and Wildlife Agencies. The management plan should outline biological resources on the site, provide for monitoring of biological resources, address potential impacts to biological resources, and identify actions to be taken to eliminate or minimize those impacts. The applicant should also establish a non-wasting endowment in favor of a non-profit conservation entity to be approved by the Service for an amount approved by the Wildlife Agencies based on a Property Analysis Record (PAR) (Center for Natural Lands Management ©1998) or similar cost estimation method to secure the ongoing funding for the perpetual management, maintenance and monitoring of the biological conservation easement area by an agency, non-profit organization, or other entity approved by the Agencies. The applicant should submit a draft plan including a description of perpetual management, maintenance and monitoring actions and the PAR or other cost estimation results for the non-wasting endowment to the Agencies for approval prior to initiating project impacts. The applicant should submit to the final plan the Wildlife Agencies, and transfer the funds for the non-wasting endowment to a non-profit conservation entity, within 90 days of receiving approval of the draft plan. We recommend that the County implement the MMP once the NCMSCP is finalized.

9. Horse Ranch Creek traverses the project site and serves as an important corridor for the movement of several wildlife species. To facilitate wildlife movement through the project site and minimize effects to on-site wetland function and quality after project construction, we recommend that bridges be used for all proposed riparian crossings.
10. The draft EIR should include the provision for a Wildlife Agency-approved biological monitor to be present during initial clearing, grading, and construction in the vicinity of

Enclosure (FWS-SDG-4365.1)**4**

the biological open space areas to ensure that conservation measures associated with resource agency permits and construction documents are performed. The biological monitor shall have the authority to halt construction to prevent or avoid take of any listed species and/or to ensure compliance with all avoidance, minimization, and mitigation measures. Any unauthorized impacts or actions not in compliance with the permits and construction documents should be immediately brought to the attention of the County and the Wildlife Agencies.

The biologist should ensure that the following conditions are implemented during project construction:

- a. Employees will strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint;
- b. To avoid attracting predators of the vireo and flycatcher, the project site will be kept as clean of debris as possible. All food related trash items will be enclosed in sealed containers and regularly removed from the site;
- c. Pets of project personnel will not be allowed on the project site;
- d. Disposal or temporary placement of excess fill, brush or other debris will not be allowed in waters of the United States or their banks;
- e. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities will occur in designated areas outside of waters of the United States within the fenced project impact limits. These designated areas will be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the United States, and will be shown on the construction plans. Fueling of equipment will take place within existing paved areas greater than 100 feet from waters of the United States. Contractor equipment will be checked for leaks prior to operation and repaired as necessary. "No-fueling zones" will be designated on construction plans.

The biologist should also prepare monitoring reports that documents that authorized impacts are not exceeded and compliance with all project conditions.

11. The NOP states that proposed project will include a trail system. Any existing trails that will be maintained should be designed to avoid or minimize impacts to sensitive habitat areas, such as those used by the gnatcatcher and vireo. Any indirect impacts to biological resources that may result from long-term use should be included in any impact assessment. Increases in indirect effects from pets or feral animals, human encroachment,

Enclosure (FWS-SDG-4365.1)**5**

and noise could disrupt habitat use by sensitive wildlife species, including but not limited to the gnatcatcher and vireo. Trails near sensitive species may need to be closed during the breeding season to avoid harassment and nest abandonment. Trails should be well-demarcated, have clearly marked access areas, and have signs discouraging off-trail access and use. The draft EIR should describe the location of any trails, new or existing, and address the Wildlife Agencies' concerns about the impact of these trails on the biological resources. Any new trails planned that would require removal of habitat should be included in the calculation of impacts. We recommend that no new trails be established.

12. Native plants should be used to the greatest extent feasible in the landscape areas adjacent to and/or near mitigation/open space areas and/or wetland/riparian areas. The applicant should not plant, seed or otherwise introduce invasive exotic plant species to the landscaped areas adjacent and/or near the mitigation/open space area and/or wetland/riparian areas. Exotic plant species not to be used include those species listed on Lists A & B of the California Exotic Pest Plant Council's list of "Exotic Pest Plants of Greatest Ecological Concern in California as of October 1999." This list includes such species as: pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, French broom, Scotch broom, and Spanish broom. A copy of the complete list can be obtained by contacting the California Exotic Pest Plant Council at 32912 Calle del Tesoro, San Juan Capistrano, California 92675-4427, or by accessing their web site at <http://www.caleppc.org>. The applicant should submit a draft list of species to be included in the landscaping to the Wildlife Agencies for approval prior to project impacts. The applicant should submit to the Wildlife Agencies the final list of species to be included in the landscaping within 30 days of receiving approval of the draft list of species.
13. The applicant should ensure that development lighting adjacent to the biological conservation easement area will be directed away from and/or shielded so as not to illuminate native habitats. The applicant should submit a lighting plan to the Wildlife Agencies for approval prior to initiating project impacts. The applicant should submit to the Wildlife Agencies the final lighting plan within 30 days of receiving approval of the draft plan.
14. The applicant should develop and implement a resident education program in coordination with the Wildlife Agencies. The applicant should submit a draft program to the Wildlife Agencies prior to initiating project impacts. The program should advise residents of the potential impacts to the listed species and the potential penalties for taking such species. The program should include, but not be limited to, information pamphlets and signage of the fencing between the development and the biological conservation easement. Pamphlets should be distributed to all residences. At a minimum, the program should include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human

Enclosure (FWS-SDG-4365.1)**6**

activities, impacts from free-roaming pets (particularly domestic and feral cats), legal protection afforded these species, penalties for violations of Federal and State laws, reporting requirements, and project features designed to reduce the impacts to these species and promote continued successful occupation of the preserved areas. The applicant should submit to the Wildlife Agencies the final program within 60 days of receiving approval of the draft program.

General Comments

To enable Wildlife Agency staff to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, the following information should be included in the draft EIR:

1. A complete discussion of the purpose, need for, and description of the proposed project, including all staging areas and access routes to the construction and staging areas.
2. A complete list and assessment of the flora and fauna within and next to the project area, with particular emphasis upon identifying State or federally listed rare, threatened, endangered, or proposed candidate species, California Species-of-Special Concern and/or State Protected or Fully Protected species, and any locally unique species and sensitive habitats. Specifically, the draft EIR should include:
 - a. A thorough assessment of Rare Natural Communities on site and within the area of impact, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities (Enclosure 2; revised May 8, 2000).
 - b. A current inventory of the biological resources associated with each habitat type on site and within the area of impact. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
 - c. Discussions regarding seasonal variations in use by sensitive species of the project site and area of impact on those species, and acceptable species-specific survey procedures as determined through consultation with the Wildlife Agencies. Focused species-specific surveys, conducted in conformance with established protocols at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.
3. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources. All facets of the project should be included in this assessment. Specifically, the draft EIR should provide:

Enclosure (FWS-SDG-4365.1)

7

- a. Specific acreage and descriptions of the types of wetlands, coastal sage scrub, and other habitats that will or may be affected by the proposed project or project alternatives should be included. Maps and tables should be used to summarize such information.
- b. Discussions regarding the regional setting, pursuant to the California Environmental Quality Act (CEQA) Guidelines, Section 15125(a), with special emphasis on resources that are rare or unique to the region that would be affected by the project. This discussion is critical to an assessment of environmental impacts.
- c. Detailed discussions, including both qualitative and quantitative analyses, of the potentially affected listed and sensitive species (fish, wildlife, plants), and their habitats on the proposed project site, area of impact, and alternative sites, including information pertaining to their local status and distribution. The anticipated or real impacts of the project on these species and habitats should be fully addressed.
- d. Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed Natural Community Conservation Planning program (NCCP) reserve lands. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated and provided. A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site.
- e. Discussions regarding possible conflicts resulting from wildlife-human interactions at the interface between the development project and natural habitats. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions.
- f. An analysis of cumulative effects, as described under CEQA Guidelines, Section 15130. General and specific plans, and past, present, and anticipated future projects, should be analyzed concerning their impacts on similar plant communities and wildlife habitats.

Enclosure (FWS-SDG-4365.1)**8**

- g. If applicable, an analysis of the effect that the project may have on completion and implementation of regional and/or subregional conservation programs. Under § 2800 - § 2840 of the Fish and Game Code, the Department, through the NCCP program, is coordinating with local jurisdictions, landowners, and the Federal Government to preserve local and regional biological diversity. Coastal sage scrub is the first natural community to be planned for under the NCCP program. The Department recommends that the Lead Agency ensure that the development of this project does not preclude long-term preserve planning options, and that this project conforms with other requirements of the NCCP program. Jurisdictions participating in the NCCP program should assess specific projects for consistency with the NCCP Conservation Guidelines. Additionally, the jurisdictions should quantify and qualify: 1) the amount of coastal sage scrub within their boundaries; 2) the acreage of coastal sage scrub habitat removed by individual projects; and 3) any acreage set aside for mitigation. This information should be kept in an updated ledger system.
- 4. A thorough discussion of mitigation measures for adverse project-related impacts on sensitive plants, animals, and habitats. These should be measures to fully avoid and otherwise protect Rare Natural Communities (Enclosure 3) from project-related impacts. The Wildlife Agencies consider these communities as threatened habitats having both regional and local significance.

Mitigation measures should emphasize avoidance, and where avoidance is infeasible, reduction of project impacts. The Wildlife Agencies generally do not support the use of relocation, salvage, and/or transplantation as mitigation for impacts on rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

This discussion should include measures to perpetually protect the targeted habitat values where preservation and/or restoration is proposed. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used; (c) a schematic depicting the mitigation area; (d) time of year that planting will occur; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; (j) identification of the entity(ies) that will guarantee achieving the success criteria and provide for conservation of the mitigation site in perpetuity.

Enclosure (FWS-SDG-4365.1)

9

Mitigation measures to alleviate indirect project impacts on biological resources must be included, including measures to minimize changes in the hydrologic regimes on site, and means to convey runoff without damaging biological resources, including the morphology of on-site and downstream habitats.

5. Descriptions and analyses of a range of alternatives to ensure that alternatives to the proposed project are fully considered and evaluated. The analyses must include alternatives that avoid or otherwise reduce impacts to sensitive biological resources. Specific alternative locations should be evaluated in areas of lower resource sensitivity where appropriate.
6. The Wildlife Agencies have responsibility for the conservation of wetland and riparian habitats. It is the policy of the Wildlife Agencies to strongly discourage development in or conversion of wetlands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations.

If appropriate, a jurisdictional delineation of lakes, streams, and associated riparian habitats should be included in the draft EIR, including a wetland delineation pursuant to the U.S. Fish and Wildlife Service definition (Cowardin 1979) adopted by the Department. Please note that wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.

The proposed project may require a Lake or Streambed Alteration Agreement (SAA). The Department has direct authority under Fish and Game Code section 1600 *et. seq.* regarding any proposed activity that would divert, obstruct, or affect the natural flow or change the bed, channel, or bank of any river, stream, or lake. The Department's issuance of a SAA for a project that is subject to CEQA requires CEQA compliance actions by the Department as a Responsible Agency. As a Responsible Agency under CEQA, the Department may consider the City's (Lead Agency's) CEQA documentation. To minimize additional requirements by the Department pursuant to Section 1600 *et seq.* and/or under CEQA, the documentation should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. A SAA notification form may be obtained by writing to the Department of Fish and Game, 4949 Viewridge Avenue, San Diego, California 92123-1662, or by calling (858) 636-3160, or by accessing the

Enclosure (FWS-SDG-4365.1)**10**

Department's web site at www.dfg.ca.gov/1600. The Department's SAA Program holds regularly scheduled pre-project planning/early consultation meetings. To make an appointment, please call our office at (858) 636-3160.

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

P. O. BOX 85406, MS 50
SAN DIEGO, CA 92186-5406
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February 18, 2005

11-SD-76
PM 17.9
Pankey Road
TM 5338
Campus Park
NOP SCH 2005011092

David Sibbet
County of San Diego
Dept. of Planning & Land Use
5201 Ruffin Road, Suite B
Mail Station 0650
San Diego, CA 92123-1666

Dear Mr. Sibbet:

The California Department of Transportation (Caltrans) has reviewed the Notice of Preparation (SCH 2005011092) for the proposed Campus Park development to be located next to State Route 76 (SR-76). We have the following comments:

- The scope of the a traffic impact analysis (TIA) will need to be comprehensive. This includes analyzing all State and County transportation facilities with potential traffic impacts. Additional road segments that must be analyzed include the Interstate 15 (I-15) main lanes, the SR-76 main lanes located between East Vista Way and Valley Center Road, and additional main lane segments of Old 395. Accordingly, the TIA must analyze the accompanying intersections, such as, SR-76 and Valley Center Road, SR-76 at South Mission Road, SR-76 at East Vista Way, and all ramp movements at the I-15/SR-76 interchange and the I-15/Old 395 & Mission Road interchange. The TA must include a description of all existing transportation facilities that will be analyzed.
- The TIA needs to determine the project's near term and long term impacts. It is also a requirement of the Congestion Management Program (CMP). Long-term impacts should be based on the year 2030 traffic forecast for the region. Caltrans requires Level of Service (LOS) "C" or better at State owned facilities, including intersections. If an intersection is currently below LOS "C", any increase in delay from project generated traffic must be analyzed and mitigated.
- The TIA must be prepared in accordance with Caltrans Guide for the Preparation of Traffic Impact Studies, dated December 2002 (TIS guide). Minimum contents of the TA are listed in Appendix "A" of the TIS guide (see enclosure). Additionally, all State-owned signalized intersections affected by this project will be analyzed using the intersecting lane vehicle (ILV) procedure from Caltrans Highway Design Manual Topic 406, page 400-21 using year 2030 traffic forecast.

- Signal warrants must be shown for all impacted I-15 ramp intersections and all SR-76 intersections where signals are required or proposed.
- The TIA should include a table that identifies the roadway segment and intersection LOS for all conditions (i.e. existing traffic, existing traffic with project traffic, 2030 traffic). The table should include whether the proposed development has a direct or cumulative impact, and the required mitigation for road and intersection improvements.
- The TIA must include an intersection sight distance analysis for the proposed project access to SR-76.
- Caltrans is in the process of finalizing plans for the improvement of SR-76, from I-15 to 1.5 miles to the east, to four lanes. Therefore, it is strongly advised that the Campus Park developer coordinate with the Caltrans District 11 Design Branch Project Manager for SR-76, Mr. Duy Ton at (619) 688-6740.
- As noted above, Caltrans is in the final stages to implement improvements to SR-76, including along the Campus Park frontage. However, it should be understood that the Campus Park developer will be responsible for any additional improvements to SR-76 in order to accommodate the additional vehicle trips generated by this development. Improvements may include, but are not limited to, widening and intersectional improvements to SR-76. Additionally, access to SR-76 will be relinquished along the proposed development's frontage with SR-76, except for a yet to be determined Campus Park project access to SR-76.
- Based on our preliminary reviews, the Campus Park development will be responsible for major improvements to the I-15/ SR-76 interchange. Potential improvements may include widening and lengthening the existing I-15/SR-76 bridge to six lanes with shoulders, widening the existing ramps, ramp metering, modification to the ramp signals, widening the I-15 with auxiliary lanes, and widening SR-76 to the west of the interchange. Specific requirements will be addressed when the traffic study and environmental document are submitted to Caltrans for review. Caltrans suggests that the developer pursue a Locally Funded Project through the County of San Diego for the I-15/SR-76 interchange improvements. The locally funded improvement process includes a Project Study Report (PSR), Project Report and Environmental Document, final design, and construction of the interchange improvements.
- The TA must address the widening of Horse Ranch Creek Bridge.
- Caltrans encourages that the proposed project provide an internal traffic circulation that allows for a means of access to other proposed adjacent development without having to travel on SR-76.

- Further study will be required to determine the additional right of way needed to accommodate future SR-76 improvements. Preserving needed right of way can be accomplished by obtaining from the County of San Diego an Irrevocable Offer of Dedication (IOD). It should be noted that all proposed development improvements, including equestrian trail easements, must be located outside of the right of way IOD.
- It must be determined if grading would modify the existing drainage from this proposed project and cause increased runoff to state facilities.
- All lighting (including reflected sunlight) within this project should be placed and/or shielded so as not to be hazardous to vehicles traveling on SR-76.
- All signs visible to traffic on SR-76 need to be constructed in compliance with State regulations.
- Caltrans is not responsible for any noise impacts to this development. If there is a noise impact, the developer has the responsibility to provide the mitigation.
- Improvement plans for construction within the State right of way must include: typical cross sections, adequate structural section, traffic handling plans and signing and striping plans stamped by a professional engineer.
- Any work performed within Caltrans' right of way will require an encroachment permit. For those portions of the project within Caltrans' right of way, the permit application must be stated in both Metric and English units (Metric first, with English in parentheses). Information regarding encroachment permits may be obtained by contacting our Permits Office at (619) 688-6158. Early coordination with our agency is strongly advised for all encroachment permits.
- If a developer proposes any work or improvements within Caltrans' right of way, the project's environmental studies must include such work. The developer is responsible for quantifying the environmental impacts of the improvements (project level analysis) and completing all appropriate mitigation measures for the impacts. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements.

Mr. David Sibbet
February 18, 2005
Page 4

- Caltrans strongly encourages close coordination between all interested parties regarding the impacts to both State and County transportation facilities. Consequently, Caltrans is willing to meet with the County of San Diego and the developers who have proposed projects in this area, to discuss issues such as access to SR-76 and mitigation to transportation facilities.

If you have any questions, please contact Al Cox, Development Review Branch, at (619) 688-6003.

Sincerely,



MARIO H. ORSO, Chief
Development Review Branch

Enclosure



GUIDE FOR THE PREPARATION

OF

TRAFFIC IMPACT STUDIES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

December 2002

PREFACE

The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" in response to a survey of cities and counties in California. The purpose of that survey was to improve the Caltrans local development review process (also known as the Intergovernmental Review/California Environmental Quality Act or IGR/CEQA process). The survey indicated that approximately 30 percent of the respondents were not aware of what Caltrans required in a traffic impact study (TIS).

In the early 1990s, the Caltrans District 6 office located in Fresno identified a need to provide better quality and consistency in the analysis of traffic impacts generated by local development and land use change proposals that effect State highway facilities. At that time, District 6 brought together both public and private sector expertise to develop a traffic impact study guide. The District 6 guide has proven to be successful at promoting consistency and uniformity in the identification and analysis of traffic impacts generated by local development and land use changes.

The guide developed in Fresno was adapted for statewide use by a team of Headquarters and district staff. The guide will provide consistent guidance for Caltrans staff who review local development and land use change proposals as well as inform local agencies of the information needed for Caltrans to analyze the traffic impacts to State highway facilities. The guide will also benefit local agencies and the development community by providing more expeditious review of local development proposals.

Even though sound planning and engineering practices were used to adapt the Fresno TIS guide, it is anticipated that changes will occur over time as new technologies and more efficient practices become available. To facilitate these changes, Caltrans encourages all those who use this guide to contact their nearest district office (i.e., IGR/CEQA Coordinator) to coordinate any changes with the development team.

ACKNOWLEDGEMENTS

The District 6 traffic impact study guide provided the impetus and a starting point for developing the statewide guide. Special thanks is given to Marc Birnbaum for recognizing the need for a TIS guide and for his valued experience and vast knowledge of land use planning to significantly enhance the effort to adapt the District 6 guide for statewide use. Randy Treece from District 6 provided many hours of coordination, research and development of the original guide and should be commended for his diligent efforts. Sharri Bender Ehlert of District 6 provided much of the technical expertise in the adaptation of the District 6 guide and her efforts are greatly appreciated.

A special thanks is also given to all those Cities, Counties, Regional Agencies, Congestion Management Agencies, Consultants, and Caltrans Employees who reviewed the guide and provided input during the development of this Guide for the Preparation of Traffic Impact Studies.

TABLE OF CONTENTS

<u>Contents</u>	<u>Page Number</u>
PREFACE and ACKNOWLEDGEMENTS	ii
I. INTRODUCTION	1
II. WHEN A TRAFFIC IMPACT STUDY IS NEEDED	1
A. Trip Generation Thresholds	2
B. Exceptions	2
C. Updating An Existing Traffic Impact Study	2
III. SCOPE OF TRAFFIC IMPACT STUDY	2
A. Boundaries of the Traffic Impact Study	2
B. Traffic Analysis Scenarios	2
IV. TRAFFIC DATA	4
A. Trip Generation	4
B. Traffic Counts	4
C. Peak Hours	4
D. Travel Forecasting (Transportation Modeling)	5
V. TRAFFIC IMPACT ANALYSIS METHODOLOGIES	5
A. Freeway Sections	5
B. Weaving Areas	5
C. Ramps and Ramp Junctions	5
D. Multi-lane Rural and Urban Highways	5
E. Two-lane Highways	5
F. Signalized Intersections	5
G. Unsignalized Intersections	5
H. Transit Capacity	5
I. Pedestrians	5
J. Bicycles	5
K. Caltrans Criteria/Warrants	5
L. Channelization	5
VI. MITIGATION MEASURES	6
Appendix "A" Minimum Contents of Traffic Impact Study	
Appendix "B" Methodology for Calculating Equitable Mitigation Measures	
Appendix "C" Measures of Effectiveness by Facility Type	

I. INTRODUCTION

Caltrans desires to provide a safe and efficient State transportation system for the citizens of California pursuant to various Sections of the California Streets and Highway Code. This is done in partnership with local and regional agencies through procedures established by the California Environmental Quality Act (CEQA) and other land use planning processes. The intent of this guide is to provide a starting point and a consistent basis in which Caltrans evaluates traffic impacts to State highway facilities. The applicability of this guide for local streets and roads (non-State highways) is at the discretion of the effected jurisdiction.

Caltrans reviews federal, State, and local agency development projects¹, and land use change proposals for their potential impact to State highway facilities. The primary objectives of this guide is to provide:

- ❑ guidance in determining if and when a traffic impact study (TIS) is needed,
- ❑ consistency and uniformity in the identification of traffic impacts generated by local land use proposals,
- ❑ consistency and equity in the identification of measures to mitigate the traffic impacts generated by land use proposals,
- ❑ lead agency² officials with the information necessary to make informed decisions regarding the existing and proposed transportation infrastructure (see Appendix A, Minimum Contents of a TIS)
- ❑ TIS requirements early in the planning phase of a project (i.e., initial study, notice of preparation, or earlier) to eliminate potential delays later,
- ❑ a quality TIS by agreeing to the assumptions, data requirements, study scenarios, and analysis methodologies prior to beginning the TIS, and
- ❑ early coordination during the planning phases of a project to reduce the time and cost of preparing a TIS.

II. WHEN A TRAFFIC IMPACT STUDY IS NEEDED

The level of service³ (LOS) for operating State highway facilities is based upon measures of effectiveness (MOEs). These MOEs (see Appendix "C-2") describe the measures best suited for analyzing State highway facilities (i.e., freeway segments, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3") on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

¹ "Project" refers to activities directly undertaken by government, financed by government, or requiring a permit or other approval from government as defined in Section 21065 of the Public Resources Code and Section 15378 of the California Code of Regulations.

² "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Defined in Section 21165 of the Public Resources Code, the "California Environmental Quality Act, and Section 15367 of the California Code of Regulations.

³ "Level of service" as defined in the latest edition of the Highway Capacity Manual, Transportation Research Board, National Research Council.

A. Trip Generation Thresholds

The following criterion is a starting point in determining when a TIS is needed. When a project:

1. Generates over 100 peak hour trips assigned to a State highway facility
2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS “C” or “D”).
3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following are examples that may require a full TIS or some lesser analysis⁴:
 - a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”).
 - b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
 - c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

Note: A traffic study may be as simple as providing a traffic count to as complex as a microscopic simulation. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic.

B. Exceptions

Exceptions require consultation between the lead agency, Caltrans, and those preparing the TIS. When a project’s traffic impact to a State highway facility can clearly be anticipated without a study and all the parties involved (lead agency, developer, and the Caltrans district office) are able to negotiate appropriate mitigation, a TIS may not be necessary.

C. Updating An Existing Traffic Impact Study

A TIS requires updating when the amount or character of traffic is significantly different from an earlier study. Generally a TIS requires updating every two years. A TIS may require updating sooner in rapidly developing areas and not as often in slower developing areas. In these cases, consultation with Caltrans is strongly recommended.

III. SCOPE OF TRAFFIC IMPACT STUDY

Consultation between the lead agency, Caltrans, and those preparing the TIS is recommended before commencing work on the study to establish the appropriate scope. At a minimum, the TIS should include the following:

A. Boundaries of the Traffic Impact Study

All State highway facilities impacted in accordance with the criteria in Section II should be studied. Traffic impacts to local streets and roads can impact intersections with State highway facilities. In these cases, the TIS should include an analysis of adjacent local facilities, upstream and downstream, of the intersection (i.e., driveways, intersections, and interchanges) with the State highway.

⁴ A “lesser analysis” may include obtaining traffic counts, preparing signal warrants, or a focused TIS, etc.

B. Traffic Analysis Scenarios

Caltrans is interested in the effects of general plan updates and amendments as well as the effects of specific project entitlements (i.e., site plans, conditional use permits, sub-divisions, rezoning, etc.) that have the potential to impact a State highway facility. The complexity or magnitude of the impacts of a project will normally dictate the scenarios necessary to analyze the project. Consultation between the lead agency, Caltrans, and those preparing the TIS is recommended to determine the appropriate scenarios for the analysis. The following scenarios should be addressed in the TIS when appropriate:

1. When only a general plan amendment or update is being sought, the following scenarios are required:
 - a) Existing Conditions - Current year traffic volumes and peak hour LOS analysis of effected State highway facilities.
 - b) Proposed Project Only with Select Zone⁵ Analysis - Trip generation and assignment for build-out of general plan.
 - c) General Plan Build-out Only - Trip assignment and peak hour LOS analysis. Include current land uses and other pending general plan amendments.
 - d) General Plan Build-out Plus Proposed Project - Trip assignment and peak hour LOS analysis. Include proposed project and other pending general plan amendments.
2. When a general plan amendment is not proposed and a proposed project is seeking specific entitlements (i.e., site plans, conditional use permits, sub-division, rezoning, etc.), the following scenarios must be analyzed in the TIS:
 - a) Existing Conditions - Current year traffic volumes and peak hour LOS analysis of effected State highway facilities.
 - b) Proposed Project Only - Trip generation, distribution, and assignment in the year the project is anticipated to complete construction.
 - c) Cumulative Conditions (Existing Conditions Plus Other Approved and Pending Projects Without Proposed Project) - Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
 - d) Cumulative Conditions Plus Proposed Project (Existing Conditions Plus Other Approved and Pending Projects Plus Proposed Project) - Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
 - e) Cumulative Conditions Plus Proposed Phases (Interim Years) - Trip assignment and peak hour LOS analysis in the years the project phases are anticipated to complete construction.
3. In cases where the circulation element of the general plan is not consistent with the land use element or the general plan is outdated and not representative of current or future forecasted conditions, all scenarios from Sections III. B. 1. and 2. should be utilized with the exception of duplicating of item 2.a.

⁵ "Select zone" analysis represents a project only traffic model run, where the project's trips are distributed and assigned along a loaded highway network. This procedure isolates the specific impact on the State highway network.

IV. TRAFFIC DATA

Prior to any fieldwork, consultation between the lead agency, Caltrans, and those preparing the TIS is recommended to reach consensus on the data and assumptions necessary for the study. The following elements are a starting point in that consideration.

A. Trip Generation

The latest edition of the Institute of Transportation Engineers' (ITE) TRIP GENERATION report should be used for trip generation forecasts. Local trip generation rates are also acceptable if appropriate validation is provided to support them.

1. Trip Generation Rates – When the land use has a limited number of studies to support the trip generation rates or when the Coefficient of Determination (R^2) is below 0.75, consultation between the lead agency, Caltrans and those preparing the TIS is recommended.
2. Pass-by Trips⁶ – Pass-by trips are only considered for retail oriented development. Reductions greater than 15% requires consultation and acceptance by Caltrans. The justification for exceeding a 15% reduction should be discussed in the TIS.
3. Captured Trips⁷ – Captured trip reductions greater than 5% requires consultation and acceptance by Caltrans. The justification for exceeding a 5% reduction should be discussed in the TIS.
4. Transportation Demand Management (TDM) – Consultation between the lead agency and Caltrans is essential before applying trip reduction for TDM strategies.

NOTE: Reasonable reductions to trip generation rates are considered when adjacent State highway volumes are sufficient (at least 5000 ADT) to support reductions for the land use.

B. Traffic Counts

Prior to field traffic counts, consultation between the lead agency, Caltrans and those preparing the TIS is recommended to determine the level of detail (e.g., location, signal timing, travel speeds, turning movements, etc.) required at each traffic count site. All State highway facilities within the boundaries of the TIS should be considered. Common rules for counting vehicular traffic include but are not limited to:

1. Vehicle counts should be conducted on Tuesdays, Wednesdays, or Thursdays during weeks not containing a holiday and conducted in favorable weather conditions.
2. Vehicle counts should be conducted during the appropriate peak hours (see peak hour discussion below).
3. Seasonal and weekend variations in traffic should also be considered where appropriate (i.e., recreational routes, tourist attractions, harvest season, etc.).

C. Peak Hours

To eliminate unnecessary analysis, consultation between the lead agency, Caltrans and those preparing the TIS is recommended during the early planning stages of a project. In general, the TIS should include a morning (a.m.) and an evening (p.m.) peak hour analyses. Other peak hours (e.g., 11:30 a.m. to 1:30 p.m., weekend, holidays, etc.) may also be required to determine the significance of the traffic impacts generated by a project.

⁶ "Pass-by" trips are made as intermediate stops between an origin and a primary trip destination (i.e., home to work, home to shopping, etc.).

⁷ "Captured Trips" are trips that do not enter or leave the driveways of a project's boundary within a mixed-use development.

D. Travel Forecasting (Transportation Modeling)

The local or regional traffic model should reflect the most current land use and planned improvements (i.e., where programming or funding is secured). When a general plan build-out model is not available, the closest forecast model year to build-out should be used. If a traffic model is not available, historical growth rates and current trends can be used to project future traffic volumes. The TIS should clearly describe any changes made in the model to accommodate the analysis of a proposed project.

V. TRAFFIC IMPACT ANALYSIS METHODOLOGIES

Typically, the traffic analysis methodologies for the facility types indicated below are used by Caltrans and will be accepted without prior consultation. When a State highway has saturated flows, the use of a micro-simulation model is encouraged for the analysis (please note however, the micro-simulation model must be calibrated and validated for reliable results). Other analysis methods may be accepted, however, consultation between the lead agency, Caltrans and those preparing the TIS is recommended to agree on the data necessary for the analysis.

- A. Freeway Segments – Highway Capacity Manual (HCM)*, operational analysis
- B. Weaving Areas – Caltrans Highway Design Manual (HDM)
- C. Ramps and Ramp Junctions – HCM*, operational analysis or Caltrans HDM, Caltrans Ramp Metering Guidelines (most recent edition)
- D. Multi-Lane Highways – HCM*, operational analysis
- E. Two-lane Highways – HCM*, operational analysis
- F. Signalized Intersections⁸ – HCM*, Highway Capacity Software**, operational analysis, TRAFFIXTM**, Synchro**, see footnote 8
- G. Unsignalized Intersections – HCM*, operational analysis, Caltrans Traffic Manual for signal warrants if a signal is being considered
- H. Transit – HCM*, operational analysis
- I. Pedestrians – HCM*
- J. Bicycles – HCM*
- K. Caltrans Criteria/Warrants – Caltrans Traffic Manual (stop signs, traffic signals, freeway lighting, conventional highway lighting, school crossings)
- L. Channelization – Caltrans guidelines for Reconstruction of Intersections, August 1985, Ichiro Fukutome

*The most current edition of the Highway Capacity Manual, Transportation Research Board, National Research Council, should be used.

**NOTE: Caltrans does not officially advocate the use of any special software. However, consistency with the HCM is advocated in most but not all cases. The Caltrans local development review units utilize the software mentioned above. If different software or analytical techniques are used for the TIS then consultation between the lead agency, Caltrans and those preparing the TIS is recommended. Results that are significantly different than those produced with the analytical techniques above should be challenged.

⁸ The procedures in the Highway Capacity Manual "do not explicitly address operations of closely spaced signalized intersections. Under such conditions, several unique characteristics must be considered, including spill-back potential from the downstream intersection to the upstream intersection, effects of downstream queues on upstream saturation flow rate, and unusual platoon dispersion or compression between intersections. An example of such closely spaced operations is signalized ramp terminals at urban interchanges. Queue interactions between closely spaced intersections may seriously distort the procedures in" the HCM.

VI. MITIGATION MEASURES

The TIS should provide the nexus [Nollan v. California Coastal Commission, 1987, 483 U.S. 825 (108 S.Ct. 314)] between a project and the traffic impacts to State highway facilities. The TIS should also establish the rough proportionality [Dolan v. City of Tigard, 1994, 512 U.S. 374 (114 S. Ct. 2309)] between the mitigation measures and the traffic impacts. One method for establishing the rough proportionality or a project proponent's equitable responsibility for a project's impacts is provided in Appendix "B." Consultation between the lead agency, Caltrans and those preparing the TIS is recommended to reach consensus on the mitigation measures and who will be responsible.

Mitigation measures must be included in the traffic impact analysis. This determines if a project's impacts can be eliminated or reduced to a level of insignificance. Eliminating or reducing impacts to a level of insignificance is the standard pursuant to CEQA and the National Environmental Policy Act (NEPA). The lead agency is responsible for administering the CEQA review process and has the principal authority for approving a local development proposal or land use change. Caltrans, as a responsible agency, is responsible for reviewing the TIS for errors and omissions that pertain to State highway facilities. However, the authority vested in the lead agency under CEQA does not take precedence over other authorities in law.

If the mitigation measures require work in the State highway right-of-way an encroachment permit from Caltrans will be required. This work will also be subject to Caltrans standards and specifications. Consultation between the lead agency, Caltrans and those preparing the TIS early in the planning process is strongly recommended to expedite the review of local development proposals and to reduce conflicts and misunderstandings in both the local agency CEQA review process as well as the Caltrans encroachment permit process.

APPENDIX “A”

MINIMUM CONTENTS

OF A

TRAFFIC IMPACT STUDY

MINIMUM CONTENTS OF TRAFFIC IMPACT STUDY REPORT

I. EXECUTIVE SUMMARY

II. TABLE OF CONTENTS

- A. List of Figures (Maps)
- B. List of Tables

III. INTRODUCTION

- A. Description of the proposed project
- B. Location of project
- C. Site plan including all access to State highways (site plan, map)
- D. Circulation network including all access to State highways (vicinity map)
- E. Land use and zoning
- F. Phasing plan including proposed dates of project (phase) completion
- G. Project sponsor and contact person(s)
- H. References to other traffic impact studies

IV. TRAFFIC ANALYSIS

- A. Clearly stated assumptions
- B. Existing and projected traffic volumes (including turning movements), facility geometry (including storage lengths), and traffic controls (including signal phasing and multi-signal progression where appropriate) (figure)
- C. Project trip generation including references (table)
- D. Project generated trip distribution and assignment (figure)
- E. LOS and warrant analyses - existing conditions, cumulative conditions, and full build of general plan conditions with and without project

V. CONCLUSIONS AND RECOMMENDATIONS

- A. LOS and appropriate MOE quantities of impacted facilities with and without mitigation measures
- B. Mitigation phasing plan including dates of proposed mitigation measures
- C. Define responsibilities for implementing mitigation measures
- D. Cost estimates for mitigation measures and financing plan

VI. APPENDICES

- A. Description of traffic data and how data was collected
- B. Description of methodologies and assumptions used in analyses
- C. Worksheets used in analyses (i.e., signal warrant, LOS, traffic count information, etc.)

APPENDIX “B”

METHODOLOGY FOR CALCULATING EQUITABLE MITIGATION MEASURES

METHOD FOR CALCULATING EQUITABLE MITIGATION MEASURES

The methodology below is neither intended as, nor does it establish, a legal standard for determining equitable responsibility and cost of a project's traffic impact, the intent is to provide:

1. A starting point for early discussions to address traffic mitigation equitably.
2. A means for calculating the equitable share for mitigating traffic impacts.
3. A means for establishing rough proportionality [Dolan v. City of Tigard, 1994, 512 U.S. 374 (114 S. Ct. 2309)].

The formulas should be used when:

- A project has impacts that do not immediately warrant mitigation, but their cumulative effects are significant and will require mitigating in the future.
- A project has an immediate impact and the lead agency has assumed responsibility for addressing operational improvements

NOTE: This formula is not intended for circumstances where a project proponent will be receiving a substantial benefit from the identified mitigation measures. In these cases, (e.g., mid-block access and signalization to a shopping center) the project should take full responsibility to toward providing the necessary infrastructure.

EQUITABLE SHARE RESPONSIBILITY: Equation C-1

NOTE: $T_E < T_B$, see explanation for T_B below.

$$P = \frac{T}{T_B - T_E}$$

Where:

- P = The equitable share for the proposed project's traffic impact.
- T = The vehicle trips generated by the project during the peak hour of adjacent State highway facility in vehicles per hour, vph.
- T_B = The forecasted traffic volume on an impacted State highway facility at the time of general plan build-out (e.g., 20 year model or the furthest future model date feasible), vph.
- T_E = The traffic volume existing on the impacted State highway facility plus other approved projects that will generate traffic that has yet to be constructed/opened, vph.

EQUITABLE COST: Equation C-2

$$C = P (C_T)$$

Where:

- C = The equitable cost of traffic mitigation for the proposed project, (\$). (Rounded to nearest one thousand dollars)
- P = The equitable share for the project being considered.
- C_T = The total cost estimate for improvements necessary to mitigate the forecasted traffic demand on the impacted State highway facility in question at general plan build-out, (\$).

NOTES

1. Once the equitable share responsibility and equitable cost has been established on a per trip basis, these values can be utilized for all projects on that State highway facility until the forecasted general plan build-out model is revised.
2. Truck traffic should be converted to passenger car equivalents before utilizing these equations (see the Highway Capacity Manual for converting to passenger car equivalents).

3. If the per trip cost is not used for all subsequent projects, then the equation below will be necessary to determine the costs for individual project impact and will require some additional accounting.

Equation C-2.A

$$C = P (C_T - C_C)$$

Where:

C = Same as equation C-2.

P = Same as equation C-2.

C_T = Same as equation C-2.

C_C = The combined dollar contributions paid and committed prior to current project's contribution. This is necessary to provide the appropriate cost proportionality. Example: For the first project to impact the State highway facility in question since the total cost (C_T) estimate for improvements necessary to mitigate the forecasted traffic demand, C_C would be equal to zero. For the second project however, C would equal P₂(C_T - C₁) and for the third project to come along C would equal P₃[C_T - (C₁ + C₂)] and so on until build-out or the general plan build-out was recalculated.

APPENDIX “C”

MEASURES OF EFFECTIVENESS

BY

FACILITY TYPE

MEASURES OF EFFECTIVENESS BY FACILITY TYPE

TYPE OF FACILITY	MEASURE OF EFFECTIVENESS (MOE)
Basic Freeway Segments	Density (pc/mi/ln)
Ramps	Density (pc/mi/ln)
Ramp Terminals	Delay (sec/veh)
Multi-Lane Highways	Density (pc/mi/ln)
Two-Lane Highways	Percent-Time-Following Average Travel Speed (mi/hr)
Signalized Intersections	Control Delay per Vehicle (sec/veh)
Unsignalized Intersections	Average Control Delay per Vehicle (sec/veh)
Urban Streets	Average Travel Speed (mi/hr)

Measures of effectiveness for level of service definitions located in the most recent version of the Highway Capacity Manual, Transportation Research Board, National Research Council.

Transition between LOS "C" and LOS "D" Criteria (Reference Highway Capacity Manual)

BASIC FREEWAY SEGMENTS @ 65 mi/hr

LOS	Maximum Density (pc/mi/ln)	Minimum Speed (mph)	Maximum v/c	Maximum Service Flow Rate (pc/hr/ln)
A	11	65.0	0.30	710
B	18	65.0	0.50	1170
C	26	64.6	0.71	1680
D	35	59.7	0.89	2090
E	45	52.2	1.00	2350

SIGNALIZED INTERSECTIONS and RAMP TERMINALS

LOS	Control Delay per Vehicle (sec/veh)
A	≤ 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

MULTI-LANE HIGHWAYS @ 55 mi/hr

LOS	Maximum Density (pc/mi/ln)	Minimum Speed (mph)	Maximum v/c	Maximum Service Flow Rate (pc/hr/ln)
A	11	55.0	0.29	600
B	18	55.0	0.47	990
C	26	54.9	0.68	1430
D	35	52.9	0.88	1850
E	41	51.2	1.00	2100

..... Dotted line represents the transition between LOS "C" and LOS "D"

TWO-LANE HIGHWAYS

LOS	Percent Time-Spent-Following	Average Travel Speed (mi/hr)
A	≤ 35	> 55
B	$> 35 - 50$	$> 50 - 55$
C	$> 50 - 65$	$> 45 - 50$
D	$> 65 - 80$	$> 40 - 45$
E	> 80	≤ 40

URBAN STREETS

Urban Street Class	I	II	III	IV
Range of FFS	55 to 45 mi/hr	45 to 35 mi/hr	35 to 30 mi/hr	35 to 25 mi/hr
Typical FFS	50 mi/hr	40 mi/hr	35 mi/hr	30 mi/hr
LOS	Average Travel Speed (mi/hr)			
A	> 42	> 35	> 30	> 25
B	$> 34 - 42$	$> 28 - 35$	$> 24 - 30$	$> 19 - 25$
C	$> 27 - 34$	$> 22 - 28$	$> 18 - 24$	$> 13 - 19$
D	$> 21 - 27$	$> 17 - 22$	$> 14 - 18$	$> 9 - 13$
E	$> 16 - 21$	$> 13 - 17$	$> 10 - 14$	$> 7 - 9$
F	≤ 16	≤ 13	≤ 10	≤ 7

..... Dotted line represents the transition between LOS "C" and LOS "D"

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Additional copies of these guidelines can be copied from the internet at,
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>



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Counsel

William D. Smith

SUBJECT: Notice of Preparation of an EIR (GPA03-04, SPA 03-008, R03-014, TM5338RPL, Log No. 03-02-059; Campus Park)

Thank you for allowing the San Diego LAFCO to provide comments on the above referenced project. LAFCO is responsible for encouraging the efficient provision of public services and has purview over changes to local government organization and any associated sphere of influence actions. Usually, LAFCO is a responsible agency for environmental review when jurisdictional changes and/or sphere amendments are proposed.

In the project description of the Notice of Preparation, the need for annexation to Rainbow Municipal Water District (MWD) is stated. LAFCO staff has confirmed that the proposed project location is entirely within the Rainbow MWD, which is authorized to provide water and sewer services within its service boundary. While the project area is within the Rainbow MWD district boundary, and therefore does not require annexation to the MWD, the district may require an annexation to its sewer improvement district in order for the project area to receive sewer service. This type of administrative annexation does not involve the annexation of territory outside of the district's boundary, and therefore, is not subject to LAFCO purview.

Because the proposed project requires no changes to local governmental organization and/or adopted spheres of influence, San Diego LAFCO will not be a responsible agency for environmental review. However, we request that the project description be corrected in the subsequent EIR to reflect the specific type of annexation required by Ramona MWD. Should you have any questions, or if San Diego LAFCO may be of any further assistance, please contact me at (619) 531-5409.

ROBERT BARRY
Local Governmental Analyst

RB:tl

RECEIVED
FEB 28 2005

DEPT OF PLANNING & LAND USE



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

February 14, 2005

Mr. David Sibbet
San Diego County Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Dear Mr. Sibbet:

Subject: NOP – CAMPUS PARK

SANDAG would like the opportunity to comment on the above-referenced project. As the Congestion Management Agency for the San Diego region, SANDAG is responsible for preparing and coordinating the implementation of a Congestion Management Program (CMP) for region. One of the requirements of the CMP is that local jurisdictions implement a CMP Land Use Analysis Program requiring enhanced CEQA reviews for large projects. A large project is defined as:

"a project that upon completion would be expected to generate either an equivalent of 2,400 or more average daily vehicle trips, or 200 or more peak-hour vehicle trips"

Attached for your use are the most current CMP guidelines for implementing the Land Use Analysis Program, including the enhanced CEQA review. SANDAG would request that when preparing the EIR for the above-referenced project, that you address the CMP requirements in the EIR scope.

The CMP also encourages the appropriate mitigation of significant project impacts so as to minimize future congestion on the CMP roadway system. In addition to traditional roadway and signal improvements strategies, the CMP also provides a broad range of other mitigation measures such as transit, pedestrian, and travel demand management strategies. These new strategies can be found in a report titled *"Congestion Mitigation Strategies Research"*. This report can be downloaded from the SANDAG web site at:

http://www.sandag.org/uploads/projectid/projectid_13_2682.pdf

We encourage you to consider these strategies in the development and review of the project environmental document.

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
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and
County of San Diego

ADVISORY MEMBERS

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California Department
of Transportation
Metropolitan Transit System
North San Diego County
Transit Development Board
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Baja California/Mexico

Mr. David Sibbet
February 14, 2005
Page 2

Should you have any questions concerning our request or the CMP, please contact me at (619) 699-1954 or via e-mail at mor@sandag.org. We look forward to reviewing a copy of the draft EIR upon completion.

Sincerely,

A handwritten signature in black ink, appearing to read 'mro', is positioned above the printed name.

MARIO R. OROPEZA
Project Manager

DW/MO/ais

Attachment: CMP Land Use Analysis Program Excerpt

cc: John Duve, SANDAG

CHAPTER 6: LAND USE ANALYSIS PROGRAM

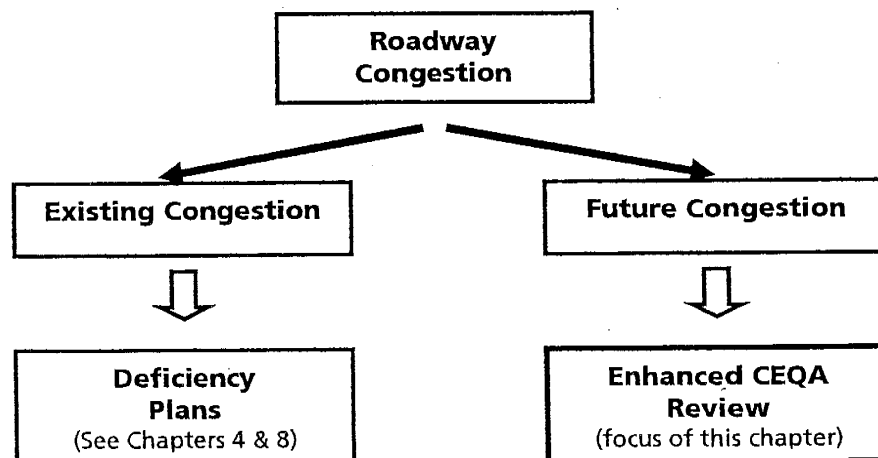
CHAPTER 6: LAND USE ANALYSIS PROGRAM

INTRODUCTION

The California Environmental Quality Act (CEQA) requires that all jurisdictions in the State of California evaluate the potential environmental impacts caused by new development or projects. If impacts are identified, then potential mitigation measures are evaluated and recommended. While cities and the County routinely examine and mitigate impacts to transportation services and facilities within their jurisdiction, this commitment often does not extend to the CMP system (as defined in Chapter 4). State statute highlights the responsibility of local jurisdictions to consider the impact of new development on the CMP system as part of their decision-making process.

The Land Use Analysis Program is an information sharing process that seeks to improve communication between public agencies, private entities and the general public, regarding the impact of new development on the CMP system. It provides a consistent methodology for examining CMP system impacts in an Environmental Impact Report (EIR). This will aid local jurisdictions in determining when mitigation is recommended, and what mitigation strategies are most appropriate.

As shown in the diagram below, the focus of this chapter is on strategies to identify and to address future congestion resulting from new development. Existing congestion is addressed through ongoing roadway monitoring and the preparation of Deficiency Plans as described in Chapters 4 (Transportation System Performance Evaluation) and 8 (Deficiency Plan).



LEGISLATIVE REQUIREMENTS

The requirements for the land use impact element of the CMP can be found in Section 65089(4) of the State of California Government Code (see Appendix F). Those requirements are paraphrased below.

- Develop a program to analyze the impacts of land use decisions made by local jurisdictions on the CMP system;
- Include an estimate of costs associated with mitigating those impacts;
- To the extent possible, use the Performance Element measures developed (see Chapter 4) to measure impacts to the CMP system;
- Exclude the costs of mitigating the impacts of interregional travel;
- Provide credit for local public and private contributions for improvements to the CMP system; and
- Incorporate the requirements and analysis under CEQA.

Related to the land use program requirements, the CMP statute also requires that SANDAG, in consultation with the cities and the County, develop a uniform database to assess traffic impacts of new development and to incorporate the results in a countywide transportation computer model. SANDAG also is to review and approve transportation computer models of specific areas within the region that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system. These models are to be based on a countywide model and be consistent with the modeling methodology and the databases used by SANDAG.

ISSUES

Under current CEQA practices, full project mitigation may not always be possible due to a number of reasons, including, but not limited to institutional considerations, infeasible nature of the proposed mitigation measures, or cost. Additionally, a project's contribution to cumulative traffic impacts on the CMP system may not be mitigated, which over time may result in unacceptable levels of service where no single project is responsible. Finally, local jurisdictions may make a finding of "overriding considerations" and approve a project without mitigating the project impacts. This unmitigated traffic becomes the responsibility of local jurisdictions or through SANDAG's Regional Transportation Plan. Given these considerations, a better means to maintain the link between new development project impacts and a project sponsor's mitigation responsibilities needs to be pursued.

As discussed in Chapter 5, Transportation Demand Management, SANDAG is working on a number of programs to define and promote "smart growth" as one means to better integrate land use and transportation decisions and to improve the quality of life in the region. Two of the smart growth strategies being investigated include locating higher development densities near transit stations and encouraging compatible mixed land uses. Whereas these strategies support the goals of smart growth, current CMP enhanced land use analysis requirements may discourage these types of development since smart growth developments often generate more peak hour trips within the focus areas than traditional development and thus may require increased project mitigation under the CMP. On the other hand, smart growth has the potential to reduce overall congestion on the larger, regional transportation system.

RECOMMENDED APPROACH

The SANDAG approach in meeting the CMP land use impact element requirements consists of four strategies: enhanced CEQA project review (land use analysis program), project mitigation resources, preparation and dissemination of project design guidelines, and regional modeling consistency. These strategies are further discussed below.

Enhanced CEQA Project Review

An enhanced CEQA review process has been established for use by local jurisdictions and/or project sponsors to conduct traffic impact studies and provide mitigation for *new* large project impacts on the CMP transportation system. Local agencies are required to adopt and continually implement this enhanced CEQA review process. The key features of this process include:

- A large project is defined as generating, upon its completion, an equivalent of 2,400 or more average daily vehicle trips or 200 or more peak-hour vehicle trips.
- The review is to include a traffic impact analysis (Traffic Impact Study - TIS) and mitigation for project impacts to the regional transportation system. Updated Traffic Impact Study guidelines have been prepared and are incorporated into this update (refer to Appendix D).
- The traffic impact analysis must identify the project's impacts on the CMP transportation system, their associated costs, and appropriate mitigation.
- Early project coordination with affected public agencies and transportation operators is required.
- Local agencies are to coordinate with NCTD and/or MTDB to ensure that transit operators evaluate the impact of new development on CMP transit performance measures.

State regulation requires that all environmental documents prepared for projects in the San Diego region be submitted to the State Clearinghouse, and the State Clearinghouse in turn advises SANDAG of documents it has received. In many instances project sponsors also send a copy of environmental documents directly to SANDAG. Under its regional intergovernmental review program, SANDAG reviews and comments on environmental documents submitted by various agencies. As part of that process, the documents are reviewed to ensure that the enhanced CEQA review process is followed for large projects, and the results of the required traffic analyses and identified mitigation measures are adequate. Comments, when appropriate, are submitted to the lead agency for the environmental review.

2002 CMP Update Changes

The following changes in the Enhanced CEQA Project Review process are incorporated into this update.

Updated Traffic Impact Studies Guidelines - As noted earlier, updated Traffic Impact Studies (TIS) guidelines have been incorporated into the CMP (Appendix D). These guidelines were prepared jointly by the San Diego Traffic Engineer Council (SANTEC) and the Institute of Transportation Engineers (ITS – California Border Section) in 2000.

Project Mitigation Resources

Resources currently available to mitigate the impacts of new development include specific project mitigation negotiated between the project sponsor and local jurisdictions, local agency funding, and regional funding made available through the Regional Transportation Improvement Program process. Additional new resources and strategies identified this CMP update are discussed below.

2002 CMP Update Changes

The following changes in project mitigation resources are incorporated into this update.

Promote TDM Project Mitigation Strategies: Develop and disseminate information on alternative transportation strategies for local agency and private developer use in mitigating the impacts of development activity. This information would be based upon the “Toolbox of Mitigation Strategies” and “Model TDM Program/Ordinance” referenced in Chapter 5, Transportation Demand Management. These strategies also could be used in preparing Deficiency Plans (see Chapter 8).

Ensure Appropriate Mitigation of Significant Project Impacts: It is the goal of the CMP to ensure appropriate mitigation of significant new large project impacts on the CMP system through use of congestion management strategies (CMP roadway or transit improvements and/or non-traditional approaches, such as Transportation Demand Management) contained within the CMP, including specific strategies identified in adopted Deficiency Plans. For the purpose of meeting CMP requirements, these guidelines do not apply to mitigation which would necessitate construction of freeway improvements, including interchanges until such time that Deficiency Plans have been prepared and adopted identifying specific improvements necessary to bring the freeway segments into conformance with the CMP LOS standard. Mitigation of project impacts may include demand management strategies and/or fair share contributions toward future improvements to be identified with the Deficiency Plan. The Deficiency Plans will identify potential funding sources to implement the recommended improvements including, but not limited to federal, state, local, and private funding sources. The preceding restriction regarding freeway improvements applies only to the CMP project review process and is not intended to limit a local jurisdiction’s responsibility under CEQA for ongoing review and mitigation for projects that would impact freeways.

The following guidelines are provided to assist in meeting this goal.

New Large Project – A new development project generating, upon its completion, an equivalent of 2,400 or more new average daily vehicle trips, or 200 or more new peak-hour vehicle trips.

Significant Impacts – An increase in traffic on the CMP system generated by the project that exceeds the standards summarized below which are provided in the Traffic Impact Studies Guidelines (See Table D-1 in Appendix D for a further explanation on how to use these standards).

Level of Service with Project	Allowable Change due to Project Impact					
	Freeways ¹		Roadway Segments		Intersections	Ramp Metering ¹
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
D, E, & F (or ramp meter delays above 15 min.)	0.01	1	0.02	1	2	2
¹ These guidelines apply only to freeways with adopted Deficiency Plans.						

Project Mitigation – Actions necessary to reduce the project impacts on the CMP system below to or below the standards summarized above and provided in the Traffic Impact Studies Guidelines (Table D-1 in Appendix D).

Available Mitigation Measures - Measures available to mitigate project impacts include, but are not limited to, the measures listed below. The best mix of mitigation measures will vary based on the nature of the development project, nearby land uses and densities, and strategy availability.

- Traditional roadway and/or transit improvements
- Transportation Demand Management or Transportation System Management strategies
- Project Design Guidelines (discussed later in this chapter).
- Additional CMP Toolbox of Mitigation Strategies (to be prepared in 2003)
- Model TDM Program/Ordinance (to be prepared in 2003)

Local jurisdictions have sole responsibility for approving any specific mitigation measures, proposed funding, and/or implementation responsibilities resulting from the enhanced CEQA project review process.

Project Design Guidelines

In support of the CMP and other planning activities, project design guidelines to promote alternative travel modes including walking, bicycle, ridesharing, and public transit have been prepared. The available guidelines are listed below and are available for local agency use in mitigating the impacts of new development projects and in preparing CMP Deficiency Plans.

- "Designing for Transit" (Metropolitan Transit Development Board – July 1993)
- "Land Use Distribution Element of the Regional Growth Management Strategy" (San Diego Association of Governments – February 1995)
- "Tools for Reducing Vehicle Trips Through Land Use Design" (San Diego County Air Pollution Control District – January 1998)
- "Bikeway Planning and Design – California Highway Design Manual" (Caltrans – February 2001)
- "Regional Transit Vision" (San Diego Association of Governments, Metropolitan Transit Development Board, and North San Diego County Transit Development Board – November 2001)
- "Planning and Designing For Pedestrians" (San Diego Association of Governments – June 2002)

Regional Modeling

When evaluating the traffic impacts of any large project, it is SANDAG's goal that a common database and comparable traffic forecast models are used to ensure that all projects are evaluated on a uniform basis. This can be accomplished by local jurisdictions use the most current SANDAG regional or subarea traffic forecasting model, or any other local traffic analysis model that has been approved by SANDAG for use in CMP traffic analysis. Local jurisdictions also are required to use SANDAG's most recent Regional Growth Forecasts as the basic population and land use database.

In addition, local jurisdictions are to provide SANDAG, as part of each Regional Growth Forecast update, information regarding changes to general plan land use designations, major new development approvals, and smaller project information, for use in SANDAG's cumulative traffic forecast analysis. The information is to be provided in the manner, form, and schedule established as part of the Regional Growth Forecast update and review process for local agency information. This information is used to assess the cumulative impacts of all traffic impact analyses completed to date.

RECOMMENDED FOR FURTHER STUDY

In addition to the CMP changes previously noted, the following actions are recommended for further study and potential incorporation into the CMP at a later date:

Reexamine Traffic Impact Studies (TIS) Guidelines: Initiate a study to determine how to incorporate into the TIS guidelines: (1) CMP Performance Element measures; (2) trip generation and distribution rate adjustments for smart growth-supportive land uses; and (3) potential TDM mitigation strategies.

Evaluate Additional Land Use Analysis Program Modifications: Reexamine the CMP Land Use Analysis Program requirements in light of the efforts to develop a Regional Comprehensive Plan and changes in smart growth policies and strategies in the San Diego region. This evaluation would look at potential modifications to be consistent with smart growth including, but not limited to:

- Adjustments in trip generation rates;
- Adjustments in criteria for determining significant impacts;
- Alternative procedures for evaluating/mitigating smart growth projects under the CMP Enhanced CEQA Review

IMPLEMENTATION

Implementation of the preceding land use analyses program recommendations will be the joint responsibility of several agencies, including SANDAG, cities and County, Caltrans, MTDB, NCTD, and the San Diego Air Pollution Control District (APCD). Their respective responsibilities are summarized below in Table 6-1 below.

Table 6-1 Land Use Analysis Program Recommendations Responsibilities					
	SANDAG	Cities*/ County*	Caltrans	MTDB/ NCTD	APCD
Enhanced CEQA Review	D / M	R / A	R / M	R / M	R / M
Updated TIS Guidelines	D / M	D / R / A	R	R	R
Promote TDM Measures	D / M	R / A	R	R	R
Full Mitigation Goal	M	R / A	M	M	M
Regional Modeling	D / M	R / A	R	R	R
Project Design Guidelines	D / R	R / A	R	D / R / M	D / R / M
Future Program Modifications	D	R / A	R	R	R

*Including private developers

Key:

D – Develop Initial Proposals
 R – Review and Comment
 A – Adopt or Implement
 M – Monitor

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 FEB 17 2005

SAN DIEGO COUNTY
 DEPT. OF PLANNING & LAND USE

NORTH COUNTY FIRE PROTECTION DISTRICT

315 East Ivy Street • Fallbrook, California 92028-2138 • (760) 723-2005 • Fax (760) 723-2003

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January 21, 2005

County of San Diego
Dept of Planning & Land Use
Attn: David Sibbet
5201 Ruffin Rd. Ste. B
San Diego, CA 92123-1666

RECEIVED
JAN 25 2005

San Diego County
DEPT. OF PLANNING & LAND USE

Re: TM 5338 RPL 1 EIR

Mr. Sibbet;

In response to the notice of preparation of an EIR for TM 5338, it is noted that the project is in the district and eligible for service, pending access, water supply fire protection and vegetation clearance requirements. Please note that due to the size of this project, there is specific impact to the District's existing facilities and ability to provide services, although the property is presently in the District and available for service. In fact, the original service letter for this project noted that the district facilities were inadequate for this project and not anticipated to be improved within the next 5 years. Please refer to the most recent agency comments for this project:

Fire Protection:

- ☐ The existing Tax Rate Area for this subdivision is inadequate to support fire protection for this proposed development. *This will require negotiation of tax exchange rates for the entire project, inasmuch as the existing TRA is inadequate to support services to be provided.*
- ☐ Provide/upgrade fire suppression facilities/equipment for the North County Fire Protection District to address additional infrastructure/response demands placed upon District.

Please contact me at your earliest convenience and include these comments in preparation of findings of the EIR as it pertains to section 13.

Thank You;



Stephen Abbott
Fire Marshal

PROJECT FACILITY AVAILABILITY FORM

FIRE

Please type or use pen

ORG _____

ACCT _____

ACT _____

TASK _____

DATE _____ AMT \$ _____

Owner's Name: PROSERELLE LLC (DAVID DAVIS) ⁶¹⁹ 686-7355 Phone

Owner's Mailing Address: 402 WEST BROADWAY, SUITE 2175 Street

City: SAN DIEGO State: CA Zip: 92101

DISTRICT CASHIER'S USE ONLY

SECTION 1. PROJECT DESCRIPTION

TO BE COMPLETED BY APPLICANT

A. ☒ Major Subdivision (TM) ☒ Specific Plan or Specific Plan Amendment
☐ Minor Subdivision (TPM) ☐ Certificate of Compliance: _____
☐ Boundary Adjustment
☒ Rezone (Reclassification) from A-0 15-90 to S-88 zone.
☒ Major Use Permit (MUP), purpose: SET STANDARDS
☐ Time Extension ... Case No. _____
☐ Expired Map ... Case No. _____
☐ Other _____

B. ☒ Residential Total number of dwelling units 950 D/U
☐ Commercial Gross floor area _____
☐ Industrial Gross floor area _____
☒ Other COMMERCIAL Gross floor area 1.5 MILLION SF

C. Total Project acreage 500 Total lots 7 Smallest proposed lot 40x100'
SP-700
MF-250
COMM-100

Assessor's Parcel Number(s)
(Add extra if necessary)

1000000000	1200000000	47
1000000000	1200000000	45
1000000000	1200000000	50
1000000000	1200000000	51
1000000000	1200000000	12
1000000000	1200000000	13
1000000000	1200000000	02
1000000000	1200000000	03
1000000000	1200000000	04

Thomas Bros. Page 2 Grid 1028 A45
4-7
 Project address N/A Street 1048 H9J
 Community Planning Area/Subregion _____ Zip 1

OWNER/APPLICANT AGREES TO COMPLETE ALL CONDITIONS REQUIRED BY THE DISTRICT.

Applicant's Signature: DAVID S. DAVIS Date: 8/15/03

Address: 402 WEST BROADWAY, SUITE 2175, SAN DIEGO, CA 92101 Phone: 619-686-7355
 (On completion of above, present to the district that provides fire protection to complete Sections 2 and 3 below.)

SECTION 2. FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

District name: North County Fire Protection District

Indicate the location and distance of the primary fire station that will serve the proposed project: FS # 04
4375 Park Mesa Dr. Travel distance to 3 miles

A. ☒ Project is in the District and eligible for service.
☐ Project is not in the District but is within its Sphere of Influence boundary, owner must apply for annexation.
☐ Project is not in the District and not within its Sphere of Influence boundary.
☐ Project is not located entirely within the District and a potential boundary issue exists with the _____ District.

B. ☐ Based on the capacity and capability of the District's existing and planned facilities, fire protection facilities are currently adequate or will be adequate to serve the proposed project. The expected emergency travel time to the proposed project is _____ minutes.
☒ Fire protection facilities are not expected to be adequate to serve the proposed development within the next five years.

C. ☒ District conditions are attached. Number of sheets attached: 2
☐ District will submit conditions at a later date.

SECTION 3. FUELBREAK REQUIREMENTS

Note: The fuelbreak requirements prescribed by the fire district for the proposed project do not authorize any clearing prior to project approval by the Department of Planning and Land Use.

☒ Within the proposed project 100' feet of clearing will be required around all structures.
☒ The proposed project is located in a hazardous wildland fire area, and additional fuelbreak requirements may apply. Environmental mitigation requirements should be coordinated with the fire district to ensure that these requirements will not pose fire hazards.

Date: 8-19-03 Expiration date: _____ (One year from date of issuance unless district indicates otherwise.)

Authorized signature: Stephen Abbott Fire Marshal Phone: (760) 723-2015

On completion of Sections 2 and 3 by the District, applicant is to submit this form with application to:
 Zoning Counter, Department of Planning and Land Use, 5201 Ruffin Road, Suite B, San Diego, CA 92123

NORTH COUNTY FIRE PROTECTION DISTRICT

315 East Ivy Street • Fallbrook, California 92028-2138 • (760) 723-2005 • Fax (760) 723-2003

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October 12, 2004

County of San Diego
Dept. of Planning & Land Use
5201 Ruffin Rd. Ste. B
San Diego, CA 92123-1666

RE: TM 5338 RPL 1 (Passerelle Project)

Please review the following comments pertaining to fire protection for this proposed development, inasmuch as these plans only pertain to development of single family dwelling lots

Access:

- Interior access roads to conform to S.D. Co. Standards for Private/Public Roads, to include on-street parking when so indicated by parcel sizing & use. Based upon density provided, on-street parking on both sides of streets is indicated, thereby requiring 36' AC surface roads.
- Private access roads serving more than two structures are required to meet road standards as noted above. There are several proposed 20' interior access roads which serve four to twenty structures, which does not meet private road standards (36' paved width required). This will require redesign of roads serving structures off the following streets:
 1. Variegated Dr.
 2. Tarplant Dr.
 3. Gnatcatcher Wy.
 4. Falcon View Wy.
 5. Raven Sky Dr.
 6. Featherhill Ct.
- Provide 42' AC radius cul-de-sacs all access roads greater than 150'.
- Improvement of Pala Mesa Dr., from Hwy 395 to Pankey Rd., will ensure fire apparatus response time within 5 minutes to all portions of this development. *Therefore, it is necessary to improve Pala Mesa Dr. from the existing Fire Station #4 to the project as a circulation element road*
- Provide approved fire dept. turnarounds for all driveways greater than 150'.
- Grades of all access roads/driveways not to exceed 20%.
- Provide an irrevocable offer of dedication for reciprocal secondary ingress/egress in the vicinity of the northern project boundary on Pankey Rd.
- Gates, if installed across access roads, must conform to NCFPD standards for electric gates, to include opticom sensors, knox key switch, and exit loop detectors.
- Provide road signs in accordance with S.D. Co. DS #13.

Water Supply:

- Install sufficient residential type fire hydrants to maintain sufficient spacing, as per S.D. Co. Fire Code, based upon parcel size. Plan provided provides sufficient hydrant spacing and number of hydrants. Hydrants to be installed to RMWD and NCFPD standards, with drip cap and blue dot markers, each capable of supplying 1500 GPM, with 2500 GPM available in the mains. Specific hydrant locations to be determined at time of improvement plan submittal.

Fire Protection:

- The existing Tax Rate Area for this subdivision is inadequate to support fire protection for this proposed development. *This will require negotiation of tax exchange rates for the entire project, inasmuch as the existing TRA is inadequate to support services to be provided.*
- Provide/upgrade fire suppression facilities/equipment for the North County Fire Protection District to address additional infrastructure/response demands placed upon District.
- All R-3 occupancies to be protected with automatic fire sprinkler systems in accordance with NFPA 13-D.

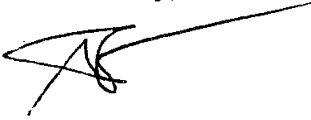
Combustible Vegetation Clearance.

- A minimum of 100' of combustible vegetation clearance will be required around all structures. Additional clearance may be indicated, up to 300', depending upon slope, aspect, and terrain. *There is no fire buffer easement along Horse Ranch Creek and lot 'Y', and only a 50' fire buffer easement along lot 'DD'.*
- Maintain adequate property line setbacks to accommodate vegetation clearance requirements. As presented this will require written permission from adjacent property owners to the east in a few cases.
- Parcel 'B' provides a confluence for fire travel adjacent to residences. Eliminate vegetation within drainage or eliminate Parcel 'B' altogether. Alternatively, Parcel 'B' may remain if it can be demonstrated via a vegetation management plan (which incorporates fire modeling) that its presence will not threaten adjacent structures.
- Biological open space easements shall not encroach upon the required 100' minimum vegetation clearance.
- Provide 16' vegetation clearance on each side of roadways.
- Provide 20' vegetation clearance on each side of driveways.
- Provide a vegetation management plan to the satisfaction of this agency, which addresses and assigns ongoing vegetation clearance management and prescribes and validates vegetation clearances for each parcel.
- Submit vegetation management plan prior to Environmental Impact Report in order to incorporate it into the final EIR.

Other: Roads and hydrants to be installed and serviceable prior to issuance of building permits.

Should you have any questions, please contact me at (760) 723-2015.

Sincerely,

A handwritten signature in black ink, appearing to be 'S. Abbott', with a long horizontal line extending to the right.

Stephen Abbott
Fire Marshal

Sibbet, David A

From: Dan Silver [dsilverla@earthlink.net]
Sent: Wednesday, February 16, 2005 2:37 PM
To: Sibbet, David A
Subject: GPA 03-04, SPA 03-008, R03-014, TM 5338

VIA ELECTRONIC MAIL ONLY

David Sibbet
Dept. of Planning and Land Use
5201 Ruffin Rd., Suite B
San Diego, CA 92123-1666

RE: GPA 03-04, SPA 03-008, R03-014, TM 5338

Dear Mr. Sibbet;

The Endangered Habitats League (EHL) is in receipt of the notice of preparation for an EIR for this proposed project. Our concerns regard consistency with the General Plan "2020" Update and with the MSCP-North, now under preparation.

Please retain EHL on all distribution and notification lists for this project.

Sincerely,

Dan Silver

Dan Silver
Executive Director
Endangered Habitats League
8424-A Santa Monica Blvd., #592
Los Angeles, CA 90069-4267

Tel 213-804-2750
Fax 323-654-1931
dsilverla@earthlink.net
www.ehleague.org

2/16/2005

Passerelle
Campus Park

Agency	Subject	Comment	Answer
Department of Fish and Game	Letter dated 2/25/05		
	1	Proposed project should be redesigned to maintain large blocks of native habitat on-site and connectivity to native habitat off-site	We are working to be in compliance with the North County MSCP
	2	Draft EIR should address cumulative impacts to sensitive species and habitats resulting from the project and known proposed developments on adjacent properties, as well as cumulative effects to regional conservation planning	OK
	3	Draft EIR should discuss the need for any improvements to SR-76 that will be necessary to off-set increased traffic volumes resulting from the proposed project and adjacent developments, and should	OK
		identify any on- and off-site impacts to sensitive species or habitats that would result from any proposed improvements.	OK
	4	Updated protocol-level surveys for the coastal California gnatcatcher (<i>Poliioptila californica californica</i>) and least Bell's vireo (<i>Vireo bellii pusillus</i>), and other listed species with potential to occur should be performed no more than one year prior to an application for a permit from the Wildlife Agencies	OK
	5	All clearing and grubbing and work within 500 feet of potential nesting habitat should occur outside the bird breeding season	OK
	6	Temporary fencing should be required in all locations of the project where proposed grading or clearing is within 100 feet of proposed biological open space	Type and location of fencing and or flagging will be determined
	7	Permanent fencing should be installed between the impact area and biological open space	Type and location of fencing and or flagging will be determined
	8	The biological open space should be placed in a perpetual biological conservation easement and a management and monitoring plan (MMP), including a funding commitment, should be developed for the on-site biological open space easement, and implemented in perpetuity to protect the existing biological functions and values	Management and Monitoring Plan (MMP) required.
	9	To facilitate wildlife movement, bridges should be used for riparian crossings	We are looking into the cost of this idea.
	10	The draft EIR should include the provision for a biological monitor to be present during construction and to oversee the mitigation activities	OK
	11	No new trails should be created within designated open space	We are using existing trails
	12	Native plants should be used to the greatest extent feasible in the landscape areas adjacent to and/or near mitigation/open space areas and/or wetland/riparian areas	OK
	12	Project lighting should be shielded and directed away from avoided habitat	OK
	14	Applicant should develop and implement a resident education program	OK
	15	The draft EIR should include the following: a. Information on the purpose, need for, and description of the proposed project b. Flora and fauna within and next to the project area	OK OK

Passerelle
Campus Park

Agency	Subject	Comment	Answer
		c. Direct, indirect, and cumulative impacts expected to adversely affect biological resources	OK
		d. Mitigation measures for adverse project-related impacts on sensitive plants, animals, and habitats	OK
		e. Maps showing the project footprint, fuel modification zones, locations of sensitive species observed on site, and wildlife habitat preserved on site in relation to surrounding habitat and regional planning areas	OK
Department of Transportation	Letter dated 2/18/05	The scope of the a traffic impact analysis (TIA) will need to be comprehensive. This includes analyzing all State and County transportation facilities with potential traffic impacts. TIA must analyze accompanying intersections and include a description of all existing transportation facilities that will be analyzed.	OK
		1 The TIA must determine the project's near term and long term impacts. Long-term impacts should be based on the year 2030 traffic forecast for the region.	OK
		2 The TIA must be prepared in accordance with Caltrans Guide for the Preparation of Traffic Impact Studies, dated December 2002 (see TIS guide attached)	OK
		3 Signal warrants must be shown for all impacted I-15 ramp intersections and all SR-76 intersections where signals are required or proposed.	OK
		4 The TIA should include a table that identifies the roadway segment and intersection LOS for all Conditions (i.e. existing traffic, existing traffic with project traffic, 2030 traffic. Include whether the proposed development has a direct or cumulative impact, and required mitigation for road and intersection improvements.	OK
		5 The TIA must include an intersection sight distance analysis for the proposed project access to SR-76.	In Progress
		6 Caltrans is in the process of finalizing plans for the improvement of SR-76, it is strongly advised that the Campus Park developer coordinate with the Caltrans District 11 Design Branch Project Manager for SR-76, Mr. Duy Ton (619) 688-6740.	We are currently setting up a meeting to discuss this issue
		7 It should be understood that the developer will be responsible for any additional improvements to SR-76 in order to accommodate the additional vehicle trips generated by the development.	OK
		8 Based on preliminary reviews, the development will be responsible for major improvements to the I-15/SR-76 interchange. Caltrans suggests that the developer pursue a Locally Funded Project through the County of San Diego for the I-15/SR-76 interchange improvements.	TDIF
		9 The TIA must address the widening of Horse Ranch Creek Bridge.	OK
		10 Caltrans encourages the project provide an internal traffic circulation that allows for a means of access to other proposed adjacent development without having to travel on SR_76.	Pala Mesa Heights Road Bridge
		11	

Passerelle
Campus Park

Agency	Subject	Comment	Answer
		Further study will be required to determine the additional right of way needed to accommodate future SR-76 improvements. Obtain from the County of San Diego and Irrevocable Offer of Dedication (IOD). All proposed development improvements, including equestrian trail easements, must be located outside of the right of way IOD.	Discuss with Cal-Trans and County
		Determine if grading would modify the existing drainage from this proposed project and cause increased runoff to state facilities.	Drainage will be maintained
		All lighting (including reflected sunlight) within this project should be placed and/or shielded so as not to be hazardous to vehicles traveling on SR-76.	Discuss with Palamar, Cal Trans
		All signs visible to traffic on SR-76 need to be constructed in compliance with State regulations.	Discuss with Cal-Trans
		Caltrans is not responsible for any noise impacts to this development. If there is a noise impact, the developer has the responsibility to provide the mitigation	OK
		Improvement plans for construction within the State right of way must include: typical cross sections, adequate structural section, traffic handling plans and signing and striping plans stamped by a professional engineer.	OK
		Any work performed within Caltrans' right of way will require an encroachment permit. Obtain information at the Permits Office (619) 688-6158. Early coordination is strongly advised.	OK
		If a developer proposes any work or improvements within Caltrans' right of way, the project's environmental studies must include such work. Developer is responsible for quantifying the environmental impacts of the improvements (project level analysis) and completing all appropriate mitigation measures for the impacts. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements.	OK
		Caltrans is willing to meet with the County of San Diego and developers to discuss issues such as access to SR-76 and mitigation to transportation facilities.	OK
Caltrans	Guide for the Preparation of Traffic Impact Studies	See Attached	Andy has reviewed
Department of Health Services	Letter dated 2/7/05	It is understood that the Rainbow Municipal Water District indicated that the project is within their District, but is uncertain whether the District will be able to serve domestic water to the project.	RMWD is in the process of preparing a Master sewer, water and reclaimed water Master Plan.
		As outlined on Page 41 of the Initial Study, the District is requiring the completion of a water study, which will be discussed in the EIR.	OK

Passerelle
Campus Park

Agency	Subject	Comment	Answer
		If the District finds it necessary to develop new water supply wells and/or finds it necessary to add a water treatment plant to an existing domestic water well to serve this development, it will require an amended water supply permit.	OK
		Since the CDHS well permitting process is considered a "discretionary act" under CEQA, this activity may also require additional environmental review.	Clarify with Department of Health Services
Native American Heritage Commission	Letter dated 2/9/05	<p>1 Contact the Native American Heritage Commission (NAHC) for a Sacred Lands File search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information.</p> <p>2 a. Provide U.S.G.S. location information for the site, including Quadrangle, Township, Section and Range.</p> <p>3 Contact appropriate California Historic Resources Information Center for a record search.</p> <p>4 Determine:</p> <p>a. If part or all of the area of project effect (APE) has been previously surveyed for cultural resources.</p> <p>b. If any known cultural resources have already been recorded on or adjacent to the APE.</p> <p>c. If the probability is low, moderate, or high that cultural resources are located in the APE.</p> <p>d. If a survey is required to determine whether previously unrecorded cultural resources are</p> <p>3 If an archaeological survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.</p> <p>a. The final report containing site forms, significance and mitigation measures should be submitted to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not made available to the public.</p> <p>b. The final report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information Center.</p> <p>4 Lack of surface evidence of archeological resources does not preclude their subsurface existence.</p> <p>a. Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per CEQA).</p> <p>b. In areas of identified archeological sensitivity, a certified archeologist and culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing</p> <p>c. Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.</p>	<p>No response</p> <p>No response</p> <p>No response</p> <p>No response</p> <p>No response</p> <p>OK</p> <p>OK</p> <p>see cultural report</p> <p>OK</p> <p>OK</p> <p>OK</p> <p>OK</p> <p>OK</p> <p>OK</p>

Passerelle
Campus Park

Agency	Subject	Comment	Answer
		Lead agencies should include provisions for discovery of Native American human remains or cemeteries in their mitigation plans. Follow Health and Safety and Public Resources Code.	OK
		Lead agencies should consider avoidance, as defined in CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.	OK
San Diego Local Agency Formation Commission (LAFCO)	Letter dated 2/23/05	Because the proposed project requires no changes to local governmental organization and/or adopted spheres of influence, San Diego LAFCO will not be a responsible agency for environmental review. However, we request that the project description be corrected in the subsequent EIR to reflect the specific type of annexation required by Rainbow MWD.	None Required
Sandag	Letter dated 2/14/05	Sandag is responsible for preparing and coordinating the implementation of a Congestion Management Program (CMP). One requirement of the CMP is that local jurisdictions implement a CMP Land Use Analysis Program requiring enhanced CEQA reviews for large projects. Attached is the most current CMP guidelines for implementing the Land Use Analysis Program. Sandag request that when preparing the EIR, that the CMP requirements are met in the EIR scope.	See Traffic Report
		The CMP also provides a broad range of other mitigation measures such as transit, pedestrian, and travel demand management strategies. Sandag encourages the use of the " <i>Congestion Mitigation Strategies Research</i> " report that can be downloaded from the Sandag web site.	See Traffic Report
Sandag	Chapter 6: Land Use Analysis Program	See attached	OK
North County Fire Protection District	Letter dated 1/21/05	The existing Tax Rate Area for this subdivision is inadequate to support fire protection for this proposed development. This will require negotiation of tax exchange rates for the entire project, inasmuch as the existing TRA is inadequate to support services to be provided.	Review with North County Fire Protection District and County of San Diego
		Provide/upgrade fire suppression facilities/equipment for the North County Fire Protection District to address additional infrastructure/response demands placed upon the District.	Review with North County Fire Protection District and County of San Diego
North County Fire Protection District	Letter dated 10/12/04	Access:	
		Interior access roads to conform to S.D. Co. Standards for Private/Public Roads, to include on-street parking when so indicated by parcel sizing and use. On-street parking on both sides of streets - 36' AC surface roads.	OK

Passerelle
Campus Park

Agency	Subject	Comment	Answer
		Private access roads serving more than two structures are required to meet road standards.	
	2	Redesign roads serving structures off the following streets; Variegated Dr., Tarplant Dr., Gnatcatcher Wy., Falcon View Wy., Raven Sky Dr., Featherhill Ct.	24 foot Minimum and 150 foot max length
	3	Provide 42' AC radius cul-de-sacs all access roads greater than 150'.	OK
	4	It is necessary to improve Pala Mesa Dr. from the existing Fire Station #4 to the project as a circulation element road.	OK
	5	Provide approved fire dept. turnarounds for all driveways greater than 150'.	OK
	6	Grades of all access roads/driveways not to exceed 20%.	OK
	7	Provide an irrevocable offer of dedication for reciprocal secondary ingress/egress in the vicinity of the northern project boundary on Pankey Rd.	Clarify with Fire Department
	8	Gates, if installed across access roads, must conform to NCFPD standards for electric gates, to include opticom sensors, Knox key switch, and exit loop detectors.	OK
	9	Provide road signs in accordance with S.D. Co. DS #13.	Clarify with Fire Department
		Water Supply:	
	1	Install sufficient residential type fire hydrants to maintain sufficient spacing, as per S.D. Co. Fire Code, based upon parcel size.	OK
		Fire Protection:	
	1	Existing Tax Rate Area for this subdivision is inadequate to support fire protection for this proposed development.	Clarify with Fire Department
	2	Provide/upgrade fire suppression facilities/equipment for the North County Fire Protection District to address additional infrastructure/response demands placed upon District.	Clarify with Fire Department
	3	All R-3 occupancies to be protected with automatic fire sprinkler systems in accordance with NFPA 13-D.	OK
		Combustible Vegetation Clearance:	
	1	A minimum of 100' of combustible vegetation clearance will be required around all structures. Additional clearance may be indicated, up to 300', depending upon slope, aspect and terrain. <i>There is no fire buffer easement along Horse Ranch Creek and lot 'Y', and only a 50' fire buffer easement along lot 'DD'.</i>	See Fire Protection Study Appendix K of the EIR. Two copies of this report has been sent to the Fire Department for review.
	2	Maintain adequate property line setbacks to accommodate vegetation clearance requirements. This will require written permission from adjacent property owners to the east in a few cases	Clarify with Fire Department
	3	Eliminate vegetation within drainage or eliminate Parcel 'B' altogether. Parcel 'B' may remain if it can be demonstrated via a vegetation management plan (which incorporates fire modeling) that its presence will not threaten adjacent structures.	Clarify with Fire Department

Passerelle
Campus Park

Agency	Subject	Comment	Answer
		4 Biological open space easements shall not encroach upon the required 100' minimum vegetation clearance.	OK
		5 Provide 16' vegetation clearance on each side of roadways.	OK
		6 Provide 20' vegetation clearance on each side of driveways.	OK
		7 Provide a vegetation management plan which addresses and assigns ongoing vegetation clearance management and prescribes and validates vegetation clearances for each parcel.	Vegetation management Plan
		8 Submit vegetation management plan prior to Environmental Impact Report in order to incorporate it into the final EIR.	OK
		Other:	
		1 Roads and hydrants to be installed and serviceable prior to issuance of building permits.	OK
Fallbrook Union Elementary School District	Letter dated 2/9/05	1 Concern is that unless there are adequate facilities built within the District for the students of this development, it will cause overcrowding in other schools to accommodate them.	OK
Endangered Habitats League (EHL)	E-mail dated 2/16/05 from Dan Silver	1 Concerns regard consistency with the General Plan "2020" Update and with the MSCP-North, now under preparation.	Clarify with EHL and County

